RWE Renewables UK Dogger Bank South (West) Limited

RWE Renewables UK Dogger Bank South (East) Limited

Dogger Bank South Offshore Wind Farms

Environmental Statement

Volume 7

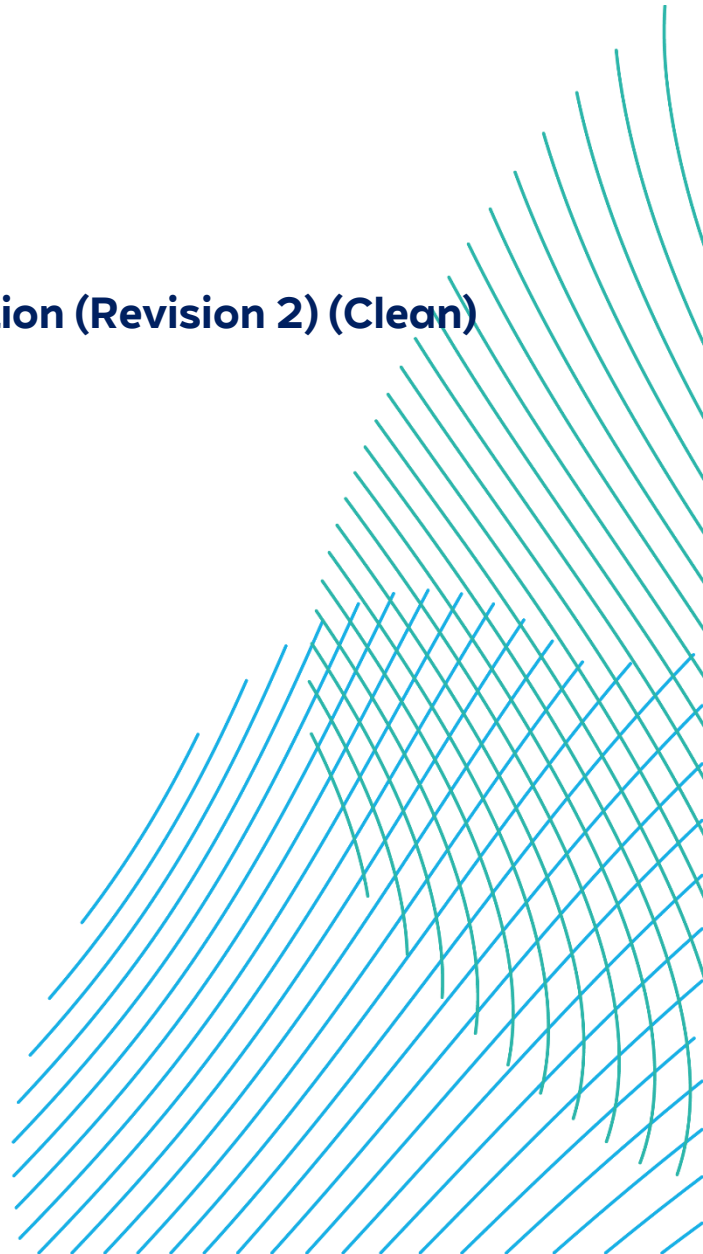
Chapter 29 – Tourism and Recreation (Revision 2) (Clean)

June 2025

Application Reference: 7.29

APFP Regulation: 5(2)(a)

Revision: 02



Unrestricted

Company:	**RWE Renewables UK Dogger Bank South (West) Limited and RWE Renewables UK Dogger Bank South (East) Limited**	Asset:	**Development**
Project:	**Dogger Bank South Offshore Wind Farms**	Sub Project /Package:	**Consents**
Document Title or Description:	Environmental Statement– Chapter 29 – Tourism and Recreation (Revision 2) (Clean)		
Document Number:	005114701-02	Contractor Reference Number:	PC2340-RHD-ON-ZZ-RP-Z-0112

Rev No.	Date	Status/Reason for Issue	Author	Checked by	Approved by
01	June 2024	Final for DCO Application	BiGGAR Economics	RWE	RWE
02	June 2025	Submission for Deadline 6	BiGGAR Economics	RHDHV	RWE

Revision Change Log			
Rev No.	**Page**	**Section**	**Description**
01	N/A	N/A	Submitted for DCO Application
02	Various	Various	Chapter 29 Tourism and Recreation has been updated at the request of the Examining Authority within the Rule 17 [PD-018] to accurately reflect the proposed development and contains all the updated information within the chapter as a result of **Project Change Request 1** and **Project Change Request 2** [document reference 10.49 and 10.53].
02	Various	29.6.1.2 29.6.1.2.1.1 Table 29-44	Chapter 29 Tourism and Recreation has been updated as referenced in **The Applicants' Responses to ExQ2** [REP5-037] point NV.2.2 whereby the Applicants committed to updating the chapter to consider the potential impact of noise on camping tourism assets based on predicted noise levels at camping receptor locations during both construction (Impact 2) and operation (Impact 6). The outcome of this is provided within this updated chapter.
02	N/A	Figure 29-3	Chapter 29 Figure 29-1 to Figure 29-2 has been updated to include an additional Figure 29-3 Butt Farm Campsite visualisation in response to The Examining Authority's Second Written Questions (ExQ2) [PD-022], Question NV.2.2 Noise effects on tourism and to help inform landowner discussions. In The Applicants' Responses to the Examining Authority's ExQ2 [REP5-036], the Applicants stated that Chapter 29 Tourism and Recreation would be updated for Deadline 6 to incorporate noise effects on tourism. As part of these updates the Applicants have included an additional viewpoint from Butt Farm tourism asset to strengthen the assessment of visual impact to this tourism asset. Figure 29-3 is referred to within Impact 6: Tourism Assets of Chapter 29.

Contents

Tables

Figures

Appendices

Glossary

Term	Definition
Array Areas	The DBS East and DBS West offshore Array Areas where the wind turbines, offshore platforms and array cables would be located. The Array Areas do not include the Offshore Export Cable Corridor or the Inter-Platform Cable Corridor within which no wind turbines are proposed. Each area is referred to separately as an Array Area.
Array cables	Offshore cables which link the wind turbines to the Offshore Converter Platform(s)
Baseline	The existing conditions as represented by the latest available survey and other data which is used as a benchmark for making comparisons to assess the impact of the Projects.
Beach	A deposit of non-cohesive sediment (e.g., sand, gravel) situated on the interface between dry land and the sea (or other large expanse of water) and actively 'worked' by present-day hydrodynamic processes (i.e., waves, tides and currents) and sometimes by winds. This public space provides access to recreational activities, such as walking and bathing.
Concurrent Scenario	A potential construction scenario for the Projects where DBS East and DBS West are both constructed at the same time.
Cumulative effects	The combined effect of the Projects in combination with the effects of a number of different (defined cumulative) schemes, on the same single receptor / resource.
Cumulative Effects Assessment (CEA)	The assessment of the combined effect of the Projects in combination with the effects of a number of different (defined cumulative) scheme, on the same single receptor / resource.
Cumulative impact	The combined impact of the Projects in combination with the effects of a number of different (defined cumulative) schemes, on the same single receptor/resource.

Term	Definition
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for one or more Nationally Significant Infrastructure Project (NSIP).
Development Scenario	Description of how the DBS East and/or DBS West Projects would be constructed either In Isolation, Sequentially or Concurrently.
Dogger Bank South (DBS) Offshore Wind Farms	The collective name for the two Projects, DBS East and DBS West.
Effect	Term used to express the consequence of an impact. The significance of an effect is determined by correlating the magnitude of impact with the value, or sensitivity, of the receptor or resource in accordance with defined significance criteria.
Environmental Impact Assessment (EIA)	A statutory process by which certain planned projects must be assessed before a formal decision to proceed can be made. It involves the collection and consideration of environmental information, which fulfils the assessment requirements of the EIA Directive and EIA Regulations, including the publication of an Environmental Statement (ES).
Evidence Plan Process (EPP)	A voluntary consultation process with specialist stakeholders to agree the approach, and information to support, the Environmental Impact Assessment (EIA) and Habitats Regulations Assessment (HRA) for certain topics.
Horizontal Directional Drill (HDD)	HDD is a trenchless technique to bring the offshore cables ashore at the landfall and can be used for crossing other obstacles such as roads, railways and watercourses onshore.
Impact	Used to describe a change resulting from an activity via the Projects, i.e. increased suspended sediments / increased noise.

Term	Definition
In Isolation Scenario	A potential construction scenario for one Project which includes either the DBS East or DBS West array, associated offshore and onshore cabling and only the eastern Onshore Converter Station within the Onshore Substation Zone and only the northern route of the onward cable route to the proposed Birkhill Wood National Grid Substation.
Jointing Bays	Underground structures constructed at regular intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts.
Landfall	The point on the coastline at which the Offshore Export Cables are brought onshore, connecting to the Onshore Export Cables at the Transition Joint Bay (TJB) above mean high water.
Landfall Zone	The generic term applied to the entire landfall area between Mean Low Water Spring (MLWS) and the Transition Joint Bays (TJBs) inclusive of all construction works, including the landfall compounds, Onshore Export Cable Corridor and intertidal working area including the Offshore Export Cables.
Link Boxes	An underground metal box placed within a concrete pit where the metal sheaths between adjacent export cable sections are connected and earthed, installed with a ground level manhole to allow access to the Link Box for regular maintenance or fault-finding purposes.
Offshore Converter Platforms (OCPs)	The OCPs are fixed structures located within the Array Areas that collect the AC power generated by the wind turbines and convert the power to DC, before transmission through the Offshore Export Cables to the Project's Onshore Grid Connection Points.
Offshore Development Area	The Offshore Development Area for ES encompasses both the DBS East and West Array Areas, the Inter-Platform Cable Corridor, the Offshore Export Cable Corridor, plus the associated Construction Buffer Zones.

Term	Definition
Offshore Export Cable Corridor	This is the area which would contain the Offshore Export Cables (and potentially the ESP) between the Offshore Converter Platforms and Transition Joint Bays at the landfall
Offshore Export Cables	The cables which would bring electricity from the offshore platforms to the Transition Joint Bays (TJBs).
Onshore Converter Stations	A compound containing electrical equipment required to transform HVDC and stabilise electricity generated by the Projects so that it can be connected to the electricity transmission network as HVAC. There will be one Onshore Converter Station for each Project.
Onshore Development Area	The Onshore Development Area for ES is the boundary within which all onshore infrastructure required for the Projects would be located including Landfall Zone, Onshore Export Cable Corridor, accesses, Temporary Construction Compounds and Onshore Converter Stations.
Onshore Export Cable Corridor	This is the area which includes cable trenches, haul roads, spoil storage areas, and limits of deviation for micro-siting. For assessment purposes, the cable corridor does not include the Onshore Converter Stations, Transition Joint Bays or temporary access routes; but includes Temporary Construction Compounds (purely for the cable route).
Onshore Export Cables	Onshore Export Cables take the electricity from the Transition Joint Bay to the Onshore Converter Stations.
Onshore Substation Zone	Parcel of land within the Onshore Development Area where the Onshore Converter Station infrastructure (including the haul roads, Temporary Construction Compounds and associated cable routeing) would be located.
Onward Cable Connection	The cable corridor between the Onshore Substation Zone and the Proposed Birkhill Wood National Grid Substation.

Term	Definition
Project Change Request 2	The changes to the DCO application for the Projects set out in **Project Change Request 2 - Onshore Substation Zone** [AS-152] which was accepted into Examination on 21st January 2025.
Sequential Scenario	A potential construction scenario for the Projects where DBS East and DBS West are constructed with a lag between the commencement of construction activities. Either Project could be built first.
The Applicants	The Applicants for the Projects are RWE Renewables UK Dogger Bank South (East) Limited and RWE Renewables UK Dogger Bank South (West) Limited. The Applicants are themselves jointly owned by the RWE Group of companies (51% stake) and Masdar (49% stake).
The Projects	DBS East and DBS West (collectively referred to as the Dogger Bank South Offshore Wind Farms).
Transition Joint Bay (TJB)	The Transition Joint Bay (TJB) is an underground structure at the landfall that houses the joints between the Offshore Export Cables and the Onshore Export Cables.
Wind turbine	Power generating device that is driven by the kinetic energy of the wind.

Acronyms

Term	Definition
CEA	Cumulative Effects Assessment
DBS	Dogger Bank South
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
GBDVS	Great Britain Day Visitor Survey
GVA	Gross Value Added
HDD	Horizontal Direct Drilling
HVDC	High Voltage Direct Current
IMF	International Monetary Fund
KCIIIECP	King Charles III England Coastal Path
MMO	Marine Management Organisation
NPS	National Policy Statement
ONS	Office for National Statistics
PEIR	Preliminary Environmental Information Report
PRoW	Public Rights of Way

29 Tourism and Recreation

29.1 Introduction

1. This chapter of the Environmental Statement (ES) considers the likely significant effects of the Projects on tourism and recreation. The chapter provides an overview of the existing environment for the proposed Onshore and Offshore Development Area, followed by an assessment of likely significant effects for the construction, operation, and decommissioning phases of the Projects.

2. As detailed in **Volume 7, Chapter 1 Introduction (application ref: 7.1),** Chapter 29 has been updated to incorporate the changes to the Projects Design Parameters resulting from **Project Change Request 2 – Onshore Substation Zone (document reference 10.53)**, and the incorporation of any associated responses and corrections provided on Tourism and Recreation throughout the Examination process.

3. The assessment should be read in conjunction with the following linked chapters:

   - **Volume 7, Chapter 14 Shipping and Navigation (application ref: 7.14);**
   - **Volume 7, Chapter 16 Other Marine Users (application ref: 7.16);**
   - **Volume 7, Chapter 17 Offshore Archaeology (application ref: 7.17);**
   - **Volume 7, Chapter 21 Land Use (application ref: 7.21);**
   - **Volume 7, Chapter 23 Landscape and Visual Impact Assessment (application ref: 7.23);**
   - **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24);**
   - **Volume 7, Chapter 25 Noise and Vibration (application ref: 7.25);**
   - **Volume 7, Chapter 26 Air Quality (application ref: 7.26); and**
   - **Volume 7, Chapter 28 Socio-economics (application ref: 7.28).**

4. Additional information to support the tourism and recreation assessment include:

   - **Volume 7, Appendix 29-1 Consultation Responses (application ref: 7.29.29.1); and**
   - **Volume 7, Figure 29-1 to 29-3 (application ref: 7.29.1).**

5. **Volume 7, Figure 29-1 to 29-2 (application ref: 7.29.1)** has been updated as a result of the changes referenced in paragraph 2. An additional Figure, **Volume 7, Figure 29-3 (application ref: 7.29.1)** Viewpoint 1: Butt Farm Camping has been added to inform the assessment of Impact 6: Tourism Assets during operation. Following review of the changes referenced in paragraph 2 above, it has not been necessary to update **Volume 7 Appendix 29-1 Tourism and Recreation Consultation Responses (application ref: 7.29.29.1)**.

29.2 Consultation

6. Consultation with regard to tourism and recreation has been undertaken in line with the general process described in **Volume 7, Chapter 7 Consultation (application ref: 7.7)** and the **Consultation Report (Volume 5, application ref: 5.1)**. The key elements to date include EIA Scoping, formal consultation on the Preliminary Environmental Information Report (PEIR) under Section 42 of the Planning Act 2008 and the ongoing Evidence Plan Process (EPP) via the tourism and recreation Expert Topic Group (ETG).

7. The feedback received throughout this process has been considered in preparing the ES. This chapter has been updated following consultation in order to produce the final assessment submitted within the Development Consent Order (DCO) application. **Volume 7, Appendix 29-1 (application ref: 7.29.29.1)** provides a summary of the consultation responses received to date of relevance to this topic, and details how the comments have been addressed within this chapter.

29.3 Scope

29.3.1 Effects Scoped In and Scoped Out

8. This chapter considers potential impacts on the:

- Tourism economy of the Onshore Study Area;
- Tourism assets in the proximity of the Onshore Export Cable Corridor and the Onshore Substation Zone; and
- Recreational assets including marine recreation.

9. Impacts on public rights of ways are considered as part of **Volume 7, Chapter 21 Land Use (application ref: 7.21).** Its findings are cross-referenced in this chapter, whenever they result in implications on tourism and recreation activity.

10. Following the **Scoping Opinion (Volume 8, application ref: 8.7)**, it was agreed operational disruption to tourism and recreation with regard to offshore activity and visual impacts offshore could be scoped out.

29.3.2 Study Area

11. There is no guidance for England on how to define local areas in the context of tourism and recreation assessments for offshore renewable projects. Consequently, the Onshore Study Area shown on **Volume 7, Figure 29-1 (application ref: 7.29.1)**, has been defined on the basis of the six principles for identification in the applicable guidance in Scotland (Scottish Government, 2022). The principles are:

- Principle 1 (Dual Geographies) - The local area for the supply chain and investment impacts should be separate from the local area(s) for wider socio-economic impacts, including tourism and recreation;
- Principle 2 (Appropriate Impacts) - The appropriate impacts to be considered for assessments should be identified before defining the local areas;
- Principle 3 (Epicentres) - The local areas should include all the epicentres of the appropriate impacts;
- Principle 4 (Accountability) - The local areas used in the assessment should comprise of pre-existing economic or political geographies (community councils, local authorities, development agencies) to enhance accountability;
- Principle 5 (Understandable) - The local areas should be defined in such a way that they are understandable to the communities they describe; and
- Principle 6 (Connected Geography) - The local area for the supply chain and investment impacts should consist of connected (including coastal) pre-existing economic or political geographies.

12. To ensure the Onshore Study Area accounts for geographies understandable to the communities living within them, it has been defined using electoral wards. More specifically, the Onshore Study Area comprises of the following electoral wards directly affected by the Landfall Zone, the Onshore Export Cable Corridor, the Onshore Substation Zone and the onward cable route to the proposed Birkhill Wood National Grid Substation (as shown on **Volume 7, Figure 29-1 (application ref: 7.29.1)):**

- Beverley Rural;
- Dale;
- East Wolds and Coastal;
- Mid Holderness;
- Minster and Woodmansey;
- North Holderness; and

- St Mary's.

13. Potential impacts on the tourism economy (e.g., as a result of changes in visitor numbers) are considered in relation to activity in the Onshore Study Area.

14. All onshore tourism and recreation receptors considered within this chapter are also located within the Onshore Study Area. However, to ensure a targeted assessment, the analysis focuses on those receptors within 1km of the Onshore Export Cable Corridor and 5km from the Onshore Substation Zone. Where traffic impacts have a bearing on tourism and recreation receptors outside this buffer, they have also been included in the analysis. This is the Direct Assessment Area.

15. A receptor's attractiveness from a tourism and recreation perspective is affected by primary impacts resulting from other environmental issues. For this reason, the assessment of impacts on individual tourism and recreation receptors cross-references those other relevant assessments, where relevant.

16. This chapter also considers potential impacts on marine recreation occurring as a result of the Projects. When assessing any effects on marine recreation, the Offshore Study Area considered in this chapter is the same as the study area within **Volume 7, Chapter 14 Shipping and Navigation Figure 14-1 (application ref: 7.14.1)**. In particular, this includes:

    - DBS East shipping and navigation study area, covering a 10 nautical mile buffer of the DBS East Array Area as shown on **Volume 7, Figure 14-1 (application ref: 7.14.1)**;
    - DBS West shipping and navigation study area, covering a 10 nautical mile buffer of the DBS East Array Area as shown on **Volume 7, Figure 14-1 (application ref: 7.14.1)**;
    - Offshore Export Cable Corridor shipping and navigation study area, including a 2 mile nautical buffer, as shown on **Volume 7, Figure 14-1 (application ref: 7.14.1)**; and
    - Offshore Export Cable platform search area shipping and navigation study area, including a 10 nautical mile buffer, as shown on **Volume 7, Figure 14-2 (application ref: 7.14.1)**.

29.3.3 Realistic Worst Case Scenario

29.3.3.1 General Approach

17. The realistic worst case design parameters for likely significant effects scoped into the ES for the tourism and recreation assessment are summarised in **Table 29-1**. These are based on the project parameters described in **Volume 7, Chapter 5 Project Description (application ref: 7.5)**, which provides further details regarding specific activities and their durations.

18. The impacts associated with tourism and recreation are the results of reactions to other environmental impacts. As outlined in section 29.6, impacts would only occur if visitors or recreational users are aware of other environmental effects, such as disruption to traffic or visual impacts. The tourism and recreation assessment is based on identifying significant effects in other assessments and then considering the implications for tourism and recreational assets. Therefore, the Realistic Worst Case Scenario for tourism and recreation is determined by the Realistic Worst Case Scenarios for these assessments. These are outlined in:

- **Volume 7, Chapter 8 Marine Physical Process (application ref: 7.8);**
- **Volume 7, Chapter 14 Shipping and Navigation (application ref: 7.14);**
- **Volume 7, Chapter 21 Land Use (application ref: 7.21);**
- **Volume 7, Chapter 23 Landscape and Visual Impact Assessment (application ref: 7.23);**
- **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24);**
- **Volume 7, Chapter 25 Noise and Vibration (application ref: 7.25);**
- **Volume 7, Chapter 26 Air Quality (application ref: 7.26); and**
- **Volume 7, Chapter 28 Socio-economics (application ref: 7.28).**

19. In addition to the design parameters set out in **Table 29-1**, consideration is also given to the different Development Scenarios still under consideration and the possible phasing of the construction as set out in sections 29.3.3.2 to 29.3.3.4.

Table 29-1 Realistic Worst Case Design Maximum Parameters

	Parameter			
	DBS East or DBS West In Isolation	**DBS East and DBS West Concurrently**	**DBS East and DBS West Sequentially**	**Notes and Rationale**
Onshore and Offshore Construction				
Offshore Export Cable Corridor	• Total offshore cable length per cable - 188km for DBS East, 153km for DBS West • Maximum number of cables required per Project – Two • Max. offshore cable trench length for DBS East – 188km • Max. offshore cable trench length for DBS West – 153km • Cable corridor width: approximately 2km (including construction buffers)	• Total offshore cable length per cable: 188km for DBS East, 153km for DBS West • Maximum number of cables required – Four • Max. offshore cable trench length for all cables – 341km • Cable corridor width: 2km (including construction buffers)	• Total offshore cable length per cable: 188km for DBS East, 153km for DBS West • Maximum number of cables required – Four • Max. offshore cable trench length for all cables – 341km • Cable corridor width: 2km (including construction buffers)	Tourism and recreation impacts are determined by significant environmental effects identified in other chapters, therefore the design parameters that determine these impacts will vary depending on which environmental effect is driving the impacts on tourism and recreation assets. Maximum offshore cable trench length assumes worst case that Offshore Export Cables will be buried in pairs in a single trench per Project.
Array Areas	• Construction In Isolation up to five years. • Full build out of either DBS East or DBS West taken forward (Layout A). • Up to 189nm of array cables for DBS East or up to 189nm of array cables for DBS West. • Up to 12nm of inter platform cables for DBS East and up to 12nm of inter platform cables for DBS West. • Buoyed construction area encompassing the maximum extent of either the Offshore Development Area for DBS East or Offshore Development Area for DBS West. • Presence of 500m construction Safety Zones and 50m pre commissioning Safety Zones. • Up to 79 construction vessels on-site simultaneously and up to 3,686 round trips to port.	• Concurrent construction of DBS East and DBS West of up to five years. • Full build out of the Array Areas (Layout A) • Up to 378nm of array cables. • Up to 87nm of inter platform cables. • Buoyed construction area encompassing the maximum extent of the Array Areas. • Presence of 500m construction Safety Zones and 50m pre commissioning Safety Zones. • Up to 133 construction vessels on-site simultaneously and up to 7,239 round trips to port.	• Sequential construction of DBS East and DBS West of up to seven years. • Full build out of the Array Areas (Layout A). • Up to 378nm of array cables. • Up to 87nm of inter platform cables. • Buoyed construction area encompassing the maximum extent of the Array Areas. • Presence of 500m construction Safety Zones and 50m pre commissioning Safety Zones. • Up to 133 construction / decommissioning vessels on-site simultaneously and up to 7,239 round trips to port.	

	Parameter			
	DBS East or DBS West In Isolation	**DBS East and DBS West Concurrently**	**DBS East and DBS West Sequentially**	**Notes and Rationale**
Subtidal exit pits	• Number of trenchless crossing exits: 3 • Up to three subtidal exit pits. • Exit pits would be located at each trenchless landfall exit location, approximately 26m x 6m per trenchless landfall exit in the subtidal. • Number of support vessels: 2 • Number of pontoons: 1 • Pontoon working area (m): 12x50 • Exit pits would be temporary • Duration of works in the intertidal zone (months): 18 (not continuous)	• Number of trenchless crossing exits: 6 • Up to six subtidal exit pits. • Exit pits would be located at each trenchless landfall exit location, approximately 26m x 6m per trenchless landfall exit in the subtidal. • Number of support vessels: 2 • Number of pontoons: 1 • Pontoon working area (m): 12x50 • Exit pits would be temporary • Duration of works in the intertidal zone (months): 18 (not continuous)	• Number of trenchless crossing exits: 6 • Up to six subtidal exit pits. • Exit pits would be located at each trenchless landfall exit location, approximately 26m x 6m per trenchless landfall exit in the subtidal. • Number of support vessels: 2 • Number of pontoons: 1 • Pontoon working area (m): 12x50 • Exit pits would be temporary • Duration of works in the intertidal zone (months): 48 (not continuous).	
Landfall Zone	• Total Landfall Zone area: 420,000m^2 • Number of completed trenchless crossing ducts (maximum): 3 (2 r power cables, 2 fibre optic cables) • Indicative trenchless crossing depth (m): 20 • No. of Transition Joint Bays: 2 • Transition Joint Bay dimensions (m): 5 x 20 • Permanent land take for TJBs (m^2): 200 - including below ground infrastructure • Number of Link Boxes (2.5 x 4m): 2 - the only above ground infrastructure • Permanent land take for total number of Link Boxes (m^2): 20 • Landfall TJB compound works area (m): 110 x 75 • Landfall satellite compound (m): 75x 75 • Temporary access: Route from the existing road system	• Total Landfall Zone area: 420,000m^2 • Number of completed trenchless crossing ducts: 6 (4 power cables, 4 fibre optic cables) • Indicative trenchless crossing depth (m): 20 • No. of Transition Joint Bays: 4 • Transition Joint Bay dimensions (m): 5 x 20 • Permanent land take for TJBs (m^2): 400 - including below ground infrastructure • Number of Link Boxes (2.5 x 4m): 4 - the only above ground infrastructure • Permanent land take for total number of Link Boxes (m^2): 40 • Landfall TJB compound works area (m): 190 x 75	• Total Landfall Zone area: 420,000m^2 • Number of completed trenchless crossing ducts: 6 (4 power cables, 4 fibre optic cables) • Indicative trenchless crossing depth (m): 20 • No. of Transition Joint Bays: 4 • Transition Joint Bay dimensions (m): 5 x 20 • Permanent land take for TJBs (m2): 400 - including below ground infrastructure • Number of Link Boxes (2.5 x 4m): 4 - the only above ground infrastructure • Permanent land take for total number of Link Boxes (m2): 40 • Landfall TJB compound works area (m): 190 x 75 • Landfall satellite compound (m): 75x 75	

	Parameter			
	DBS East or DBS West In Isolation	**DBS East and DBS West Concurrently**	**DBS East and DBS West Sequentially**	**Notes and Rationale**
	• Temporary lighting during working hours. Temporary out-of-hours security lighting. • Duration of works: 18 months overall (not continuous)	• Landfall satellite compound (m): 75x 75 • Temporary access: Route from the existing road system • Temporary lighting during working hours. Temporary out-of-hours security lighting. • Duration of works: up to 18 months overall (not continuous)	• Temporary access: Route from the existing road system • Temporary lighting during working hours. Temporary out-of-hours security lighting. • Duration of works: up to 48 months overall (not continuous)	
Onshore Export Cable Corridor	• Indicative corridor length between Landfall Zone and the Onshore Substation Zone (km): 32 • Number of export circuits: 1 (HVDC) • Number of power cables per circuit: 2 (HVDC) • Number of fibre optic (communication) cables per circuit: 1 • Number of earth cables per circuit: 1 • Number of trenches: Up to 2 • Cable duct trench dimensions: 1.1m base to 3.9m surface for each single. 3.35m base to 6.15m surface for dual HVDC • Number of temporary construction compounds: 17 (2 main compounds, 15 satellite compounds including Landfall Zone satellite compound) • Size of main construction compound (m^2): 10,000 (roughly 100x100m)[1] • Size of satellite construction compounds (m^2): 5,625 (roughly 75x75m)	• Indicative corridor length between Landfall Zone and the Onshore Substation Zone (km): 32 • Number of export circuits: 2 (HVDC) • Number of power cables per circuit: 2 (HVDC) • Number of fibre optic (communication) cables per circuit: 1 • Number of earth cables per circuit: 1 • Number of trenches: Up to 4 • Cable duct trench dimensions: 1.1m base to 3.9m surface for each single. 3.35m base to 6.15m surface for dual HVDC • Number of temporary construction compounds: 17 (2 main compounds, 15 satellite compounds including Landfall Zone satellite compound) • Size of main construction compound (m2): 10,000 (roughly 100x100m)	• Indicative corridor length between Landfall Zone and the Onshore Substation Zone (km): 32 • Number of export circuits: 2 (HVDC) • Number of power cables per circuit: 2 (HVDC) • Number of fibre optic (communication) cables per circuit: 1 • Number of earth cables per circuit: 1 • Number of trenches: Up to 4 • Cable duct trench dimensions: 1.1m base to 3.9m surface for each single. 3.35m base to 6.15m surface for dual HVDC • Number of temporary construction compounds: 17 (2 main compounds, 15 satellite compounds including Landfall Zone satellite compound) • Size of main construction compound (m^2): 10,000 (roughly 100x100m)	

[1] Actual size may vary due to site specifics

	Parameter			
	DBS East or DBS West In Isolation	**DBS East and DBS West Concurrently**	**DBS East and DBS West Sequentially**	**Notes and Rationale**
	• Cable corridor width (m): 41 • Cable corridor width at trenchless crossings (m): 45 • Approximate depth of trench to top of duct / cables (m): 1.3 - 1.7 • Maximum burial depth (m) where restrictions are not present: 2 • Indicative burial depth (m): 1.6 • Jointing Bays (km): every 0.75 - 1.5 • Indicative number of Jointing Bays: 103 • Jointing Bay construction dimensions (per bay) (m): 10 x 25 • Jointing Bay infrastructure dimensions (all below ground) (m): 3x8 • Jointing Bay burial depth from existing ground level to bottom of Jointing Bay (m): 2.2 • Jointing Bay depth from existing ground level to top of Jointing Bay (m): 1.35m • Number of Earth / Link Boxes and associated manhole covers: 103 • Link Box dimensions / manhole cover permanent infrastructure above ground (m): 2.5x4 • Link Box construction dimensions (m): 6.5x8 • Access routes: Various from public highway to single tracks as shown on **Volume 7, Figure 5-3 (application ref: 7.5.1)** • Haul road: 5m (increasing to 8m at passing places) • Temporary lighting during working hours. Temporary out-of-hours security lighting.	• Size of satellite construction compounds (m2): 5,625 (roughly 75x75m) • Cable corridor width (m): 75 • Cable corridor width at trenchless crossings (m): 90 • Approximate depth of trench to top of duct / cables (m): 1.3 - 1.7 • Maximum burial depth (m) where restrictions are not present: 2 • Indicative burial depth (m): 1.6 • Jointing Bays (km): every 0.75 - 1.5 • Indicative number of Jointing Bays: 205 • Jointing Bay construction dimensions (per bay): 10 x 25m • Jointing Bay infrastructure dimensions (all below ground) (m): 3x8 • Jointing Bay burial depth from existing ground level to bottom of Jointing Bay (m): 2.2 • Jointing Bay depth from existing ground level to top of Jointing Bay (m): 1.35m • Number of Earth / Link Boxes and associated manhole covers: 205 • Link Box dimensions / manhole cover permanent infrastructure above ground (m): 2.5x4 • Link Box construction dimensions (m): 6.5x8	• Size of satellite construction compounds (m^2): 5,625 (roughly 75x75m) • Cable corridor width (m): 75 • Cable corridor width at trenchless crossings (m): 90 • Approximate depth of trench to top of duct / cables (m): 1.3 - 1.7 • Maximum burial depth (m) where restrictions are not present: 2 • Indicative burial depth (m): 1.6 • Jointing Bays (km): every 0.75 - 1.5 • Indicative number of Jointing Bays: 205 • Jointing Bay construction dimensions (per bay): 10 x 25m • Jointing Bay infrastructure dimensions (all below ground) (m): 3x8 • Jointing Bay burial depth from existing ground level to bottom of Jointing Bay (m): 2.2 • Jointing Bay depth from existing ground level to top of Jointing Bay (m): 1.35m • Number of Earth / Link Boxes and associated manhole covers: 205 • Link Box dimensions / manhole cover permanent infrastructure above ground (m): 2.5x4 • Link Box construction dimensions (m): 6.5x8 • Access routes: Various from public highway to single tracks as shown on **Volume 7, Figure 5-3 (application ref: 7.5.1)** • Haul road: 5m (increasing to 8m at passing places)	

	Parameter			
	DBS East or DBS West In Isolation	**DBS East and DBS West Concurrently**	**DBS East and DBS West Sequentially**	**Notes and Rationale**
	• Expected maximum trenchless crossing depth (m): 20 • Trenchless crossing compound dimensions: 60 x 40m per Project assumed for the Project's compounds on each side of the obstacle (entry and exit compounds). • No. of trenchless crossings compounds: Min 41 and up to maximum of 147 entry compounds • Min 36 and up to maximum of 147 exit compounds • All other crossings assumed to be open cut (see Volume 7, Appendix 5-2 Obstacle Crossing Register (application ref: 7.5.5.2)) • Total onshore cable corridor works area (est.) (m^2): 4,252,209 • Duration: 33 months	• Access routes: Various from public highway to single tracks as shown on **Volume 7, Figure 5-3 (application ref: 7.5.1)** • Haul road: 5m (increasing to 8m at passing places) • Temporary lighting during working hours. Temporary out-of-hours security lighting. • Expected maximum trenchless crossing depth (m): 20 • Trenchless crossing compound dimensions: 60 x 40m per project assumed for the Project's compounds on each side of the obstacle (entry and exit compounds). • No. of trenchless crossings compounds: Min 82 and up to maximum of 294 entry compounds • Min 72 and up to maximum of 294 exit compounds • All other crossings assumed to be open cut (see Volume 7, Appendix 5-2 Obstacle Crossing Register (application ref: 7.5.5.2)). • Total onshore cable corridor works area (est.) (m^2): 4,503,397 • Duration: 33 months	• Temporary lighting during working hours. Temporary out-of-hours security lighting. • Expected maximum trenchless crossing depth (m): 20 • Trenchless crossing compound dimensions: 60 x 40m per project assumed for the Project's compounds on each side of the obstacle (entry and exit compounds). • No. of trenchless crossings compounds: Min 82 and up to maximum of 294 entry compounds • Min 72 and up to maximum of 294 exit compounds • All other crossings assumed to be open cut (see Volume 7, Appendix 5-2 Obstacle Crossing Register (application ref: 7.5.5.2)). • Total onshore cable corridor works area (est.) (m^2): 4,503,397 • Duration of works: up to 57 months overall (note this would not be continuous working within that timeframe)	
Onshore Substation Zone	• Operational compound for Converter Station (m): 122m x 264m • Permanent area (m^2): 32,208m^2 (based on one HVDC Converter Station)	• Operational compounds for Converter Station (s) (m): 122m x 264m (HVDC Converter) plus 122m x 264m (HVDC Converter)	• Operational compounds for Converter Station (m): 122m x 264m (HVDC Converter) plus 122m x 264m (HVDC Converter)	

	Parameter			
	DBS East or DBS West In Isolation	**DBS East and DBS West Concurrently**	**DBS East and DBS West Sequentially**	**Notes and Rationale**

	• Total construction area (m^2): 62,208 (based on one HVDC converter station + temporary construction compound area)
	  ○ Area of Converter Station (m^2): 32,208
	  ○ No. of Converter Station compounds: 1 main temporary compound (3 location options identified)
	  ○ Converter Station compound (m^2): 30,000
	• Temporary lighting during working hours. Temporary out-of-hours security lighting.
	• Duration: 4 years
		• Permanent area (m^2): 64,416m^2 (based on two HVDC Converter Stations)
		• Total construction area (m^2): 124,416 (based on two HVDC converter station + temporary construction compound areas)
		  ○ Area of Converter Station(s) (m^2): 64,416
		  ○ No. of Converter Station compounds: 2 (1 main temporary construction compound and 1 satellite temporary construction compound)
		  ○ Converter Station compounds total area (m^2): 60,000
		• Temporary lighting during working hours. Temporary out-of-hours security lighting.
		• Duration: 4 years
			• Permanent area (m^2): 64,416m^2 (based on two HVDC Converter Stations)
			• Total construction area (m^2): 124,416 (based on two HVDC converter station + temporary construction compound area)
			  ○ Area of Converter Station(s) (m^2): 64,416
			  ○ No. of Converter Station compounds: 2 (1 main temporary construction compound and 1 satellite temporary construction compound)
			  ○ Converter Station compounds total area (m^2): 60,000
			• Temporary lighting during working hours. Temporary out-of-hours security lighting.
			• Duration: 6 years	

Onward Cable Connection to Proposed Birkhill Wood National Grid Substation	• Onward corridor length from Onshore Converter Station to proposed Birkhill Wood National Grid Substation (km): 2.5 • Number of export circuits: 4x400kV • Technology: HVAC • Cabling from Project Converter Station to National Grid Substation: Buried • General cable corridor approximate permanent easement swathe (m): 20 • Cable corridor construction swathe (m): 53.5 • Cable construction satellite construction compound dimensions (m): 75x75 • Number of Earth / Link Boxes: 35	• Onward corridor length from Onshore Converter Station to proposed Birkhill Wood National Grid Substation (km): 2.5 • Number of export circuits: 8x400kV • Technology: HVAC • Cabling from Projects Converter Station to National Grid Substation: Buried • General cable corridor approximate permanent easement swathe (m): 34 • Cable corridor construction swathe (m): 100	• Onward corridor length from Onshore Converter Station to proposed Birkhill Wood National Grid Substation (km): 2.5 • Number of export circuits: 8x400kV • Technology: HVAC • Cabling from Projects Converter Station to National Grid Substation: Buried • General cable corridor approximate permanent easement swathe (m): 34 • Cable corridor construction swathe (m): 100 • Cable construction satellite construction compound dimensions (m): 75x75	

	Parameter			
	DBS East or DBS West In Isolation	**DBS East and DBS West Concurrently**	**DBS East and DBS West Sequentially**	**Notes and Rationale**
		• Cable construction satellite construction compound dimensions (m): 75x75 • Number of Earth / Link Boxes: 70	• Number of Earth / Link Boxes: 70	
Onshore and Offshore Operation				
Offshore Export Cable Corridor	• Total footprint of infrastructure within the Offshore Export Cable Corridor - 0.576km² • Total area of export cable protection – 502,421m² • Estimated number Offshore Export Cable Corridor pipeline/cable crossings - 12 • Total area of pipeline / cable crossing material – 73,600m²Indicative height of protection for Offshore Export Cables (including crossings) of 1.4m.	• Total footprint of infrastructure within the Offshore Export Cable Corridor: 1.046km² • Total area of export cable protection – 899,171m² • Estimated number Offshore Export Cable Corridor pipeline/cable crossings - 24 • Total area of pipeline / cable crossing material – 147,200m² • Indicative height of protection for Offshore Export Cables (including crossings) of 1.4m.	• Total footprint of infrastructure within the Offshore Export Cable Corridor: 1.046km² • Total area of export cable protection – 899,171m² • Estimated number Offshore Export Cable Corridor pipeline/cable crossings - 24 • Total area of pipeline / cable crossing material – 147,200m² • Indicative height of protection for Offshore Export Cables (including crossings) of 1.4m.	Tourism and recreation impacts are determined by significant environmental effects identified in other chapters, therefore the design parameters that determine these impacts will vary depending on which environmental effect is driving the impacts on tourism and recreation assets.
Landfall Zone	• Permanent land take for the total number of TJBs (m²): 200 – including below ground infrastructure • Number of manhole covers within Landfall Zone: 2 • Total area of permanent land take for manhole covers above ground (m²): 20 • All other construction disturbance restored to pre-existing condition.	• Permanent land take for the total number of TJBs (m²): 400 – including below ground infrastructure • Number of manhole covers within Landfall Zone: 4 • Total area of permanent land take for manhole covers above ground (m²): 40 • All other construction disturbance restored to pre-existing condition.	• Permanent land take for the total number of TJBs (m²): 400 – including below ground infrastructure • Number of manhole covers within Landfall Zone: 4 • Total area of permanent land take for manhole covers above ground (m²): 40 • All other construction disturbance restored to pre-existing condition.	
Onshore Export Cable Corridor	• Approximate permanent easement along the cable corridor: 15m • Number of trenches: Up to 2 (2 x HVDC)	• Approximate permanent easement along the cable corridor: 24m • Number of trenches: Up to 4 (4 x HVDC)	• Approximate permanent easement along the cable corridor: 24m • Number of trenches: Up to 4 (4 x HVDC)	

	Parameter			
	DBS East or DBS West In Isolation	**DBS East and DBS West Concurrently**	**DBS East and DBS West Sequentially**	**Notes and Rationale**
	• Number of Earth/Link Boxes (buried, manhole at the surface and the only above ground permanent infrastructure along the cable corridor): up to 103 • Jointing Bay permanent infrastructure dimensions (all below ground): 3m x 8m • Link box dimensions / manhole cover permanent infrastructure above ground: 2.5m x 4m • Total permanent land take for link boxes/manhole covers: 1,030m^2	• Number of Earth/Link Boxes (buried, manhole at the surface and the only above ground permanent infrastructure along the cable corridor): up to 205 • Jointing Bay permanent infrastructure dimensions (all below ground): 3m x 8m • Link box dimensions / manhole cover permanent infrastructure above ground: 2.5m x 4m • Total permanent land take for link boxes/manhole covers: 2,050m^2	• Number of Earth/Link Boxes (buried, manhole at the surface and the only above ground permanent infrastructure along the cable corridor): up to 205 • Jointing Bay permanent infrastructure dimensions (all below ground): 3m x 8m • Link box dimensions / manhole cover permanent infrastructure above ground: 2.5m x 4m • Total permanent land take for link boxes/manhole covers: 2,050m^2	

Onshore Substation Zone	• Permanent converter station area (m^2); 32,208 (122m x 264m) (based on one HVDC converter station)
	• Converter Station buildings:
	  ○ Tallest structure (m): 27 (lightning masts)
	  ○ Building height (m): 24
	  ○ Largest building footprint (m): 60x45
	• Converter station laid out with large buildings to the south.
	• Implementation of landscape screening in accordance with **Volume 7, Figure 23-6 Indicative Landscape Plan (application ref: 7.23.1)**. Worst case considers year 1, before planting matures.
	• All other construction disturbance restored to pre-existing condition.
	• Security /operational lighting within the compound
	• Operational duration: 30 years
		• Permanent converter station area (m^2): 64,416 (122 x 264m plus 122 x 264m) (based on two HVDC converter stations)
		• Converter Station buildings:
		  ○ Tallest structure (m): 27 (lightning masts)
		  ○ Building height (m): 24
		  ○ Largest building footprint (m): 60x45
		• Converter station laid out with large buildings to the south.
		• Implementation of landscape screening in accordance with **Volume 7, Figure 23-6 Indicative Landscape Plan (application ref: 7.23.1)**. Worst case considers year 1, before planting matures.
		• All other construction disturbance restored to pre-existing condition.
		• Security /operational lighting within the compound
			• Permanent converter station area (m^2): 64,416 (122 x 264m plus 122m x 264 m) (based on two HVDC converter stations)
			• Converter Station buildings:
			  ○ Tallest structure (m): 27 (lightning masts)
			  ○ Building height (m): 24
			  ○ Largest building footprint (m): 60x45
			• Converter station laid out with large buildings to the south.
			• Implementation of landscape screening in accordance with **Volume 7, Figure 23-6 Indicative Landscape Plan (application ref: 7.23.1)**. Worst case considers year 1, before planting matures.
			• All other construction disturbance restored to pre-existing condition.
			• Security /operational lighting within the compound
			• Operational duration: 32 years	

	Parameter			
	DBS East or DBS West In Isolation	**DBS East and DBS West Concurrently**	**DBS East and DBS West Sequentially**	**Notes and Rationale**
		• Operational duration: 30 years		
Onward Cable Connection to Proposed Birkhill Wood National Grid Substation	• General cable corridor approximate permanent easement swathe: 20m • 35 manholes at the surface • Approximate total area of permanent land take for Link Boxes/manhole covers: 350m^2	• General cable corridor approximate permanent easement swathe: 34m • 70 manholes at the surface • Approximate total area of permanent land take for Link Boxes/manhole covers: 700m^2	• General cable corridor approximate permanent easement swathe: 34m • 70 manholes at the surface • Approximate total area of permanent land take for Link Boxes/manhole covers: 700m^2	
Onshore and Offshore Decommissioning				
No final decision regarding the final decommissioning policy for the onshore project infrastructure including landfall, onshore cable route and Onshore Converter Stations has yet been made. It is also recognised that legislation and industry best practice change over time. However, it is likely that the onshore project equipment, including the cable, will be removed, reused or recycled wherever possible and the transition bays and cable ducts being left in place. The detail and scope of the decommissioning works will be determined by the relevant legislation and guidance at the time of decommissioning and will be agreed with the regulator. It is anticipated that for the worst case scenario, the impacts will be no greater than those identified for the construction phase. A decommissioning plan for the onshore works would be submitted prior to any decommissioning commencing.			

29.3.3.2 Development Scenarios

20. Following Statutory Consultation high voltage alternating current (HVAC) technology (previously assessed in PEIR) was removed from the Projects' design envelope (see **Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4)** for further information). As a result, only high voltage direct current (HVDC) technology has been taken forward for assessment purposes. The ES considers the following development scenarios:

- Either DBS East or DBS West is built In Isolation; or
- DBS East and DBS West are both built Sequentially; or Concurrently.

21. An In Isolation Scenario has been assessed within the ES on the basis that theoretically one Project could be taken forward without the other being built out. If an In Isolation Scenario is taken forward, either DBS East or DBS West may be constructed. As such the assessment considers both the Projects In Isolation.

22. If an In Isolation Scenario is taken forward, only the eastern Onshore Converter Station within the Onshore Substation Zone would be constructed. In either the Concurrent or Sequential Scenario, both Onshore Converter Station locations within the Onshore Substation Zone would be taken forward for the onshore assessment.

23. In order to ensure that a robust assessment has been undertaken, all Development Scenarios have been considered to ensure the realistic worst-case scenario for each topic has been assessed. A summary is provided here, and further details are provided in **Volume 7, Chapter 5 Project Description (application ref: 7.5)**.

24. The three Development Scenarios to be considered for assessment purposes are outlined in **Table 29-2**.

Table 29-2 Development Scenarios and Construction Durations

Development Scenario	Description	Total Construction Duration (Years)	Maximum construction Duration Offshore (Years)	Maximum construction Duration Onshore (Years)
In Isolation	Either DBS East or DBS West is built In Isolation.	Five	Five	Four
Sequential	DBS East and DBS West are both built Sequentially, either Project could commence construction first with staggered / overlapping construction.	Seven	A five year period of construction for each project with a delay of up to two years in the completion of construction of the second project (excluding landfall duct installation)– reflecting the maximum duration of effects of seven years.	Construction works (i.e. onshore cable civil works, including duct installation) to be completed for both Projects simultaneously in the first four years, with additional works at the Landfall Zone, Onshore Substation Zone and cable joint bays in the following two years. Maximum duration of effects of six years.
Concurrent	DBS East and DBS West are both built Concurrent reflecting the maximum peak effects.	Five	Five	Four

25. Any differences between the Projects, or differences that could result from the manner in which the first and the second Projects are built (Concurrent or Sequential and the length of any lag) are identified and discussed where relevant in section 29.6. For each potential impact, the worst case construction scenario for the In Isolation Scenario and the Concurrent or Sequential Scenario is presented. The worst case scenario presented for the Concurrent or Sequential Scenario would depend on which of these is the worst case for the potential impact being considered. The justification for what constitutes the worst case is provided, where necessary, in section 29.6.

29.3.3.3 Operation Scenarios

26. Operation scenarios are described in detail in **Volume 7, Chapter 5 Project Description (application ref: 7.5)**. The assessment considers the following scenarios:

- Only DBS East in operation;
- Only DBS West in operation; and
- The Projects operating Concurrently with or without a lag of up to two years between each Project commencing operation.

27. If the Projects are built using a phased approach, there would also be a phased approach to starting the operational phase. The worst case scenario for the operational phases for the Projects have been assessed. See section 5.1.1 of **Volume 7, Chapter 5 Project Description (application ref: 7.5)** for further information on phasing scenarios for the Projects.

28. The operational lifetime of each Project is expected to be 30 years.

29.3.3.4 Decommissioning Scenarios

29. Decommissioning scenarios are described in **Volume 7, Chapter 5 Project Description (application ref: 7.5).** Decommissioning arrangements would be agreed through the submission of a Decommissioning Plan to be submitted and approved following cessation of commercial operation prior to decommissioning commencing. For the purpose of this assessment it is assumed that decommissioning of the Projects could be conducted separately, or at the same time.

29.3.4 Embedded Mitigation

30. This section outlines embedded mitigation relevant to the tourism and recreation assessment, which has been incorporated into the design of the Projects or constitutes standard mitigation measures for this topic (**Table 29-3**). Mitigation is also detailed within the **Commitments Register (Volume 8, application ref: 8.6)** and cross-referenced within (**Table 29-3**). Where additional mitigation measures are proposed, these are detailed in the impact assessment (section 29.6).

31. Tourism and recreation impacts are determined based on how individuals react to other environmental effects that are generated by the Projects. Therefore, the embedded mitigation measures described in the following chapters would be those which would mitigate against potential adverse effects on tourism and recreation. Those chapters are:

- **Volume 7, Chapter 8 Marine Physical Processes (application ref: 7.8);**
- **Volume 7, Chapter 14 Shipping and Navigation (application ref: 7.14);**
- **Volume 7, Chapter 21 Land Use (application ref: 7.21);**
- **Volume 7, Chapter 23 Landscape and Visual Impact Assessment (application ref: 7.23);**
- **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24);**
- **Volume 7, Chapter 25 Noise and Vibration (application ref: 7.25);**
- **Volume 7, Chapter 26 Air Quality (application ref: 7.26); and**
- **Volume 7, Chapter 28 Socio-economics (application ref: 7.28).**

Table 29-3 Embedded Mitigation Measures

Parameter	Embedded Mitigation Measures	Where Commitment is Secured
Trenchless Crossings - Landfall	Adopting trenchless crossing techniques (e.g. Horizontal Directional Drilling (HDD)) at landfall to allow continued beach access while works take place. As described in **Volume 7, Chapter 5 Project Description (application ref: 7.5)**.	DCO Schedule 1

Parameter	Embedded Mitigation Measures	Where Commitment is Secured
Crossing Public Rights of Way (PRoW)	The Projects commit to only short-term temporary closures with short diversions lasting up to two months for the majority of crossings. Following completion of works, the footpaths will be restored to their original condition (or improved) before reopening to the public. An **Outline Public Rights of Way Management Plan** (see **Appendix C** of the **OCoCP (Volume 8, application ref: 8.9)**) submitted as part of the DCO application, outlines the health and safety requirements associated with the interactions of PRoW during construction, as well as the PRoW management methodologies that will be implemented.	DCO Requirement 24
Outline Code of Construction Practice (OCoCP)	The **OCoCP (Volume 8, application ref: 8.9)** outlines the control measures and standards that will be implemented to control the impacts on the environment. This includes measures to mitigate effects on tourism and recreation receptors such as recreational users.	DCO Requirement 19
Outline Landscape Management Plan (OLMP)	The **Outline Landscape Management Plan (Volume 8, application ref: 8.11)** would form the basis of a Landscape Management Plan, to be developed post-consent. It is anticipated that this would set out details of mitigation planting, including number, location, species, and details of management and maintenance of planting. This involves mitigation in the form of woodland and hedge planting to screen or filter views of the Onshore Convertor Stations. This measure mitigates against any indirect effects on tourism and recreation assets.	DCO Requirement 10

Parameter	Embedded Mitigation Measures	Where Commitment is Secured
Design and Access Statement	The **Design and Access Statement (Volume 8, application ref: 8.8)** sets out the design principles that would be applied to the detail design of the Projects. This would ensure that a sense of place is considered and integrated throughout the design process and adverse environmental effects are mitigated where possible whilst respecting Landscape Character.	DCO Requirement 9
Site Selection	Selecting a single site for the Onshore Converter Stations to avoid some of the most sensitive tourism and recreation receptors. This ensures any tourism and recreation effects are localised in a single area. Site selection has meant the construction of the Projects would not obstruct view of Beverley Minster, a key tourism asset, in views from the A1079. See **Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4)**.	DCO Schedule 1
Operational Lighting	Operational lighting at the Onshore Converter Stations would be designed in accordance with latest guidance and legislation. The details of the location, height, design and luminance of lighting to be used would be provided as part of detailed design for the Onshore Converter Stations. No permanent night-time lighting would be required. Security lighting will be installed as agreed in the written scheme for the management and mitigation of artificial light emissions during the operation, which would be developed at the detailed design.	DCO Requirement 22

Parameter	Embedded Mitigation Measures	Where Commitment is Secured
Trenchless Crossings	To avoid disruption to transport users the Projects' Onshore Export Cables would be installed under road and rail infrastructure, by a trenchless crossing technology e.g. HDD. As detailed in **Volume 7, Appendix 5-2 Obstacle Crossing Register (application ref: 7.5.5.2)**.	DCO Schedule 1
Haul road	A temporary haul road would be used to provide safe access for construction vehicles along the Onshore Export Cable Corridor, thus reducing the requirement for vehicles to travel via the public highway. The Applicants have committed to sharing a Haul Road and construction accesses for both Projects in order to minimise physical disturbance.	DCO Schedule 1
Cable crossings beneath Main Rivers	All main Rivers will be crossed using trenchless techniques such as HDD to avoid direct interaction with these watercourses. The crossing methodology will be agreed with the Environment Agency prior to construction. Trenchless crossing methodologies entry and exit points will be located at least 20m from Environment Agency surface water courses or the landward toe of the Environment Agency surface watercourse's flood defences and would be installed at a depth to minimise potential interaction with current, or any planned, infrastructure (e.g., sheet piles), at least 2m below the channel bed. Adopting trenchless crossing techniques e.g. HDD under the Main Rivers to avoid disruption of any recreational users.	DCO Requirement 19

Parameter	Embedded Mitigation Measures	Where Commitment is Secured
Acoustic enclosures for stationary plant and noise barriers at trenchless crossing locations	Localised screening will be employed, where required and practicable, via acoustic enclosures for stationary plant and noise barriers around works area for mobile plant, as secured through the **OCoCP (Volume 8, application ref: 8.9)**. The effect of localised screening has been included in the construction noise predictions.	DCO Requirement 19
Construction Noise	Prior to the commencement of construction, noise management measures will be detailed in a Code of Construction Practice (CoCP) including site specific best practicable means (BPM) noise control measures to be adopted throughout construction. An Outline CoCP (**OCoCP (Volume 8, application ref: 8.9)**) is submitted with the DCO application. Mitigation measures have been identified and will be adhered to, including, but not limited to: • Ensuring plant and machinery is turned off when not in use; • Using modern, quiet equipment and ensuring such equipment is properly maintained and regularly inspected; • Locating noise generating plant at a low level, as distant as possible from NSRs; • Plant to operate at low speeds, where possible, and incorporate automatic low-speed idling; • Locating site entrances and exits to prevent the need for vehicles to reverse and also minimise impacts upon sensitive receptors;	DCO Requirement 19

Parameter	Embedded Mitigation Measures	Where Commitment is Secured
	• Consideration to be given to temporary screening or enclosures for static noisy plant to reduce noise emissions and plant should be certified to meet relevant EC Directive standards; • Close liaison with receptors - informing local receptors about the construction works, including the timing and duration of any particularly noisy elements or works that are required to be undertaken at night; • Implementing a communication and grievance mechanism (e.g. complaint procedure) for local receptors to direct questions or report nuisance and other issues, including contact details for a site representative during construction hours; and • Consideration of programming of noisy activities to minimise adverse effects where practicable.	

Parameter	Embedded Mitigation Measures	Where Commitment is Secured
	It should be noted that certain site-specific physical construction noise mitigation measures (e.g. locations and selection of plant) will be established at a later stage when sites and methodologies are finalised; these measures will be identified in the final CoCP. Therefore, noise mitigation has not been included quantitatively in the worst case noise modelling, with exception to localised screening at trenchless crossings (as above). However, although the implementation of mitigation measures can't be accurately assessed quantitatively, the embedded measures have been taken into consideration qualitatively when assessing the significance of noise and vibration effects.	
Construction Road Traffic Noise	An **Outline Construction Traffic Management Plan (OCTMP) (Volume 8, application ref: 8.13)** is submitted with the DCO application. The plan outlines methods to manage peak construction traffic flows and minimise significant traffic and transport impacts. The CTMP will also serve to reduce the associated construction traffic noise and the relative noise change. Traffic management measures are provided in **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)**.	DCO Requirement 14

32. In addition, mitigation embedded in design has sought to safeguard tourism and recreation assets by avoiding any recreationally sensitive designations, such as Areas of Outstanding Natural Beauty. All open space and common land has been avoided except at the beach where there would be temporary works. This is detailed in **Volume 7, Chapter 4 Site Selection and Alternatives (application ref: 7.4)**.

29.4 Assessment Methodology

29.4.1 Policy, Legislation and Guidance

29.4.1.1 National Policy Statements

33. The assessment of potential impacts upon tourism and recreation has been made with specific reference to the relevant National Policy Statements (NPS) including the Overarching NPS for Energy (EN-1) and the NPS for Renewable Energy Infrastructure (EN-3). These were published in November 2023 and were designated in January 2024. The specific assessment requirements for tourism and recreation, as detailed in the NPS, are summarised in **Table 29-4** together with an indication of the section of this chapter where each is addressed.

Table 29-4 NPS Assessment Requirements

NPS Requirement	NPS Reference	ES Section Reference
EN-1 NPS for Energy		
The assessment should include effects (positive or negative) on tourism and other users of the area impacted.	EN-1 paragraph 5.13.4	Effects on tourism and recreation are considered throughout this chapter.
The assessment should include cumulative effects.	EN-1 paragraph 5.13.4	Cumulative Effects are considered in section 29.7.
Applicants should describe the existing socio-economic conditions in the areas surrounding the proposed development and should also refer to how the development's socio-economic impacts correlate with local planning policies.	EN-1 paragraph 5.13.5	A baseline of existing socio-economic conditions, tourism and recreation activity is provided in section 29.5.

NPS Requirement	NPS Reference	ES Section Reference
Applicants are advised to consider any effects on local services and infrastructure, including the provision of educational and visitor facilities.	EN – 1 paragraph 5.13.4	Impacts on the tourism economy and individual tourism assets are considered throughout this chapter.
Applicants should also consider developing accommodation strategies where appropriate, especially during construction and decommissioning phases, that would include for the need to provide temporary accommodation for construction workers if required.	EN -1 paragraph 5.13.7	Impacts on accommodation and displacement are considered in section 29.6.1.1.

NPS Requirement	NPS Reference	ES Section Reference
EN-3 NPS for Renewable Energy Infrastructure		
Offshore wind farms and offshore transmission will occupy an area of the sea or sea bed. For offshore wind farms in particular it is inevitable that there will be an impact on navigation in and around the area of the site. This is relevant to both commercial and recreational users of the sea who may be affected by disruption or economic loss because of the proposed off-shore wind farm and/or offshore transmission.	EN-3 paragraph 2.8.168	Impacts on recreational activity, including of an economic nature, are considered throughout this chapter. Impacts on navigation are considered in **Volume 7, Chapter 14 Shipping and Navigation (application ref: 7.14)**.

29.4.1.2 Other

34. This section sets out local, regional and national strategies focussing on tourism and recreation activity. Additional detail on policy and legislation is provided in **Volume 7, Chapter 3 Policy and Legislative Context (application ref: 7.3)**.

29.4.1.2.1 Industrial Strategy: Tourism Sector Deal

35. Part of the UK Government's Industrial Strategy, the Tourism Sector Deal (UK Government, 2019) considers how government and industry can work together to improve productivity, develop skills in the tourism sector and support destinations to improve their visitor offer.

36. The Tourism Sector Deal seeks to support an expansion in visitor numbers through investment in infrastructure. It identifies opportunities for investment in the skills of those working in the sector, for instance, through apprenticeships. It encourages the deployment of technology and real-time data, as opportunities are explored to transform visitor offer and move away from an over-reliance on the peak season.

37. The Tourism Sector Deal builds on the five foundations of the Industrial Strategy:

- Ideas: to support the creation of a Tourism Data Hub to provide market intelligence to small businesses;
- People: to establish a Hospitality and Tourism Skills Board, overseeing the expansion of apprenticeships and a mentoring programme in the tourism sector;
- Infrastructure: to invest in an additional 130,000 hotel rooms and in visitor attractions across the country;
- Business Environment: to attract business events through the Business Events Action Plan and make the UK easily accessible to visitors; and
- Places: to focus on place-building and on the development of Tourism Zones.

29.4.1.2.2 IPROW – Environmental Impact Assessment: Appraising Access

38. This guidance considers the approach for the assessment of outdoor access resources and public rights of ways (IPROW, 2020). The assessment of magnitude of impact on recreational assets carried out in this chapter draws on this document.

29.4.1.2.3 Yorkshire and Humber Plan, Regional Spatial Strategy to 2026

39. Issued in 2008, the regional spatial strategy (Government Office for Yorkshire and the Humber, 2008) sought to provide a framework for regional planning over the following 15 to 20 years. The spatial strategy is about managing spaces across the region both in terms of where things happen and how much activity takes place.

40. Tourism is frequently mentioned throughout the Plan and is an important element across the following policies:

- Policy YH2 mentions maximising opportunities for greater tourism potential in the context of planning for the successful adaptation to the predicted impacts from climate change;
- Policy C1 refers to the role tourism plays in diversifying the economic offer in coastal areas;

- Policy E1 considers the importance of "non-business class" sectors, such as tourism;
- Policy E3 sets out the need for land and extended premises to support a range of sectors, including tourism;
- Policy E4 covers how investment should target regional priority sectors and clusters, including tourism activity;
- Policy E6 considers and supports sustainable tourism, promoting investment in skills and infrastructure, protecting the region's cultural distinctiveness and recognising differences in sectoral activity across coastal and rural areas, cities and towns; and
- Policy T5 considers the promotion of the journey component of tourism, for instance, through scenic railways.

29.4.1.2.4 East Riding, Economic Strategy Action Plan 2018-2022

41. The latest local economic strategy available is the East Riding Economic Strategy 2018-2022 (East Riding of Yorkshire Council, 2018), which sets out four priority areas based on local long-term challenges and opportunities. These include:

- 1 – Business Growth: to promote a competitive and low carbon economy, increase wages and productivity. To achieve this, the Council seeks to facilitate sector growth, develop a pipeline of employment sites for growth and enhance business engagement;
- 2 - Lifelong Learning: to address the mismatch between higher-skilled occupations and the lack of working-age residents with higher education qualifications able to fill those jobs. Within this priority area, the Council supports pathways to progression, seeks to improve learning and employment outcomes and develop a skilled and productive workforce;
- 3 - Quality Locations: to support places by improving connectivity, developing resilient places that create the conditions for growth and promoting the East Riding; and
- 4 - Sustainable Economy: to support a smarter and more sustainable local economy by improving energy efficiency and sustainable mobility, supporting business resilience and workforce wellbeing, and realising the value of the natural environment.

42. Reference to the relative importance of tourism activity is made as part of Priority 3 Quality Locations, including with regard to maximising economic opportunities from caravan 'staycations', nature tourism and outdoor activities. The strategy also highlights how visitor spending has positive knock-on impacts on retail and local food produce.

29.4.2 Data and Information Sources

29.4.2.1 Other Available Sources

43. The sources that have been used to inform the assessment are listed in **Table 29-5**.

Table 29-5 Available Data and Information Sources

Data Set	Year	Notes
AECOM: Tourism Accommodation Study	2016	Review of tourism accommodation provision in East Riding of Yorkshire.
East Riding of Yorkshire Council: Walking, riding and cycling.	2022	Walking, riding and cycling provision within East Riding of Yorkshire.
University of Exeter, Outdoor Recreation Valuation Tool	2018	Online tool providing information on number of visits to outdoor recreation resources and their associated financial value.
Kantar: Great Britain Day Visits Survey 2019.	2020	Evidence on day visitor trips and spending from across the UK.
Kantar: Great Britain Tourism Survey 2019	2020	Evidence on overnight visits and spending from across the UK.
ONS: Business Register and Employment Survey 2021	2023	Data on sectoral employment.

Data Set	Year	Notes
Seasearch scuba diving: Scuba dive records	2021	Records of scuba diving sites across the UK.
Visit Britain: Annual Survey of Visits to Visitor Attractions	2022	Evidence on number of visitors to visitor attractions across the UK.
Visit East Yorkshire: Explore East Yorkshire.	2022	Information on the East Yorkshire visitor economy and visitor attractions.

29.4.3 Impact Assessment Methodology

44. **Volume 7, Chapter 6 EIA Methodology (application ref: 7.6)** provides a summary of the general impact assessment methodology applied. The following sections describe the methods used to assess the likely significant effects on tourism and recreation.

29.4.3.1 Definitions

45. For each potential impact, the assessment identifies receptors sensitive to that impact and implements a systematic approach to understanding the impact pathways and the level of impacts (i.e. magnitude) on given receptors. The definitions of sensitivity and magnitude for the purpose of the Tourism and Recreation assessment are provided in **Table 29-6** and **Table 29-7**.

46. The sensitivity of the receptor is determined by assessing the following considerations:

- Adaptability – the degree to which a receptor can avoid or adapt to an impact;
- Tolerance – the ability of a receptor to accommodate temporary or permanent change without a significant adverse impact;
- Reversibility and recoverability – the temporal scale over and extent to which a receptor will recover following an impact; and
- Value and importance – a measure of the receptor's importance in terms of its relative ecological, social or economic value or status.

47. This section discusses how this sensitivity has been applied to tourism and recreation receptors.

48. The magnitude of an impact, as considered within this chapter, is determined by assessing the following sorts of considerations:

- Spatial extent – the geographical area over which an impact occurs;
- Temporal extent – the duration over which the impact occurs;
- Frequency of occurrence – how often the impact occurs; and
- Severity – the degree of change relative to the baseline level.

49. The magnitude and significance of any impact are considered in relation to the baseline conditions within the Onshore Study Area.

50. The frequency and temporal extent of any impact would be considered and those which occur over a short period of time would be described as temporary and those which occur over a longer period would be described as permanent.

51. The approach to determining the severity, and therefore magnitude, of tourism and recreation impacts includes consideration of:

- Changes in economic activity associated with tourism; and
- Tourism and recreation assets.

29.4.3.1.1 Changes in Economic Activity Associated with Tourism

52. The effect on the tourism economy is scoped into and considered in this assessment. This requires an assessment of the sensitivity of the tourism sector in the Onshore Study Area as shown in **Volume 7, Figure 29-1 (application ref: 7.29.1)**. A tourism sector will be sensitive if there are only a few drivers of tourism or if there is a particular reliance on a particular type of visitor.

53. The assessment of sensitivity will also consider the nature of the impact and the key drivers of the tourism economy in the Onshore Study Area. Different tourism and recreation assets will be sensitive to different environmental effects. Therefore, if key assets within the tourism sector are not sensitive to an environmental effect, this will reduce the sensitivity of the tourism economy to that effect. Similarly, if the key markets of the tourism sector in an area are sensitive to a particular environmental effect this will also contribute to the overall sensitivity of the tourism sector. Therefore, the overall sensitivity of the tourism sector is dependent on the sensitivity of the drivers of tourism in the area.

54. To assess the sensitivity of the tourism economy in the Onshore Study Area it is necessary to consider:

- The type and number of drivers of tourism to the area;
- The sensitivity of key drivers of the tourism economy to the nature of the effect; and
- The types of visitors that are attracted to the area.

Table 29-6 Definitions of Sensitivity for the Tourism Sector

Sensitivity	Definition
High	A highly (major) sensitive tourism sector will not be able to absorb changes without fundamentally altering its present character or value. Factors that would contribute to a tourism sector being considered of high sensitivity include: • The tourism sector is particularly reliant on a single attraction or market that is sensitive to the environmental effect; and • The number of jobs in the tourism sector economy has been declining over multiple years.
Medium	A medium sensitive tourism sector has a moderate capacity to absorb changes without fundamentally altering its present character or value. Factors that would contribute to a tourism sector being considered of medium sensitivity include: • The tourism sector is particularly reliant on a small number of attractions or markets that are sensitive to the environmental effect; and • The number of jobs in the tourism sector economy has grown at a slower rate than the wider tourism sector.
Low	A low (minor) sensitive tourism sector will be able to absorb some changes without fundamentally altering its present character or value. Factors that would contribute to a tourism sector being considered of low sensitivity include: • The assets and markets that drive the tourism economy are not sensitive to the environmental effect; and • The number of jobs in the tourism sector economy has grown at a similar rate to wider tourism sector.

Sensitivity	Definition
Negligible	A tourism sector with negligible sensitivity is very agile and will be able to accommodate changes without affecting its character or overall value. Factors that would contribute to a tourism sector being considered of negligible sensitivity include: • There are a wide range of assets and markets that drive the tourism economy in the area; and • The number of jobs in the tourism sector economy has grown at a faster rate than the wider tourism sector.

55. This impact assessment will consider how the tourism sector contributes to the wider economy of the Onshore Study Area and if it is a contributing factor to the sensitivity of the economy. This will consider factors including:

- The contribution of the tourism sector to the local economy, including;
  - Tourism employment as a proportion of total employment;
  - The contribution of the tourism sector to the productivity of the wider economy.
- The contribution of the area to the tourism sector in the wider economy. This will consider;
  - The number of visitors to the area relative to the number of visitors to the wider area; and
  - The presence of tourism attractions/receptors that are considered to be of national or regional importance.

56. Between 2000 and 2019, the average level of Gross Domestic Product per capita growth in the UK was 1% per annum (IMF, 2022). Similarly, between 2000 and 2019 the number of jobs has grown by 1% per annum (ONS, 2022). The magnitude of any change in an economy or a sector including tourism should be considered within this context.

57. The magnitude of employment impacts in a given sector including tourism should be considered in relation to the levels of economic activity within a defined geography. The magnitude should be relative to the number of people in employment, rather than the unemployed.

58. Changes in economic performance compared to overall growth in economic activity across the UK, as set out above, are used as a metric to define the relative magnitude of impacts on the tourism sector within the Onshore Study Area (**Table 29-7**).

Table 29-7 Definitions of Magnitude for Impacts on the Tourism Sector

Magnitude	Definition
High	An impact would be considered to have a high magnitude on the tourism sector of the Onshore Study Area if the change was equivalent to all of the sector's share of typical economic growth per capita, specifically: • Peak annual Gross Value Added (GVA) impact within that the tourism sector is greater than, or equal to, 1% of the sector; or • Peak employment supported by the tourism sector is greater than, or equal to, 1% of the total number of jobs in the sector.
Medium	An impact would be considered to have a medium magnitude on the tourism sector if the change within the sector was equivalent to half of the sector's share of typical economic growth per capita. Specifically: • Peak annual GVA impact within the tourism sector is greater than, or equal to, 0.5% of the sector; or • Peak employment supported by the tourism sector is greater than, or equal to, 0.5% of the total number of jobs in that sector.
Low	An impact would be considered to have a low magnitude on the tourism sector if the change within the sector was equivalent to a quarter of the sector's share of typical economic growth per capita. Specifically: • Peak annual GVA impact within the tourism sector is greater than, or equal to, 0.25% of the sector; or • Peak employment supported by the tourism sector is greater than, or equal to, 0.25% of the total number of jobs in the sector.

Magnitude	Definition
Negligible	An impact would be considered to have a negligible magnitude on the tourism sector if the change within the sector was equivalent to less than a quarter of the sector's share of typical economic growth per capita. Specifically: • Peak annual GVA impact within the tourism sector is less than 0.25% of the sector; or • Peak employment supported by the tourism sector is less than 0.25% of the total number of jobs in the sector.

29.4.3.1.2 Impacts on Tourism and Recreation Receptors

59. The effect on the tourism and recreation assets is scoped into this assessment.

60. The sensitivity of a tourism or recreation asset is determined by how reactive visitors, or users, of this asset are to a change in the environment. The sensitivity may change depending on which environmental factor is being considered. For example, an asset may be highly sensitive to changes in traffic and transport activity but have negligible sensitivity to landscape and visual impacts.

61. The sensitivity of these receptors will also depend on the ability of the receptor to react to any change. Receptors that provide a fixed offering, such as a monument or nature-based attraction will be, other things remaining equal, more sensitive to change.

Table 29-8 Definitions of Sensitivity for Tourism and Recreation Receptors

Sensitivity	Definition
High	A tourism or recreational receptor with a high (major) sensitivity will not be able to tolerate or adapt to effects as these will result in a fundamental change in visitor behaviour. Factors that will contribute to a tourism or recreational receptor being considered of high sensitivity include: • Being dependent on a single environmental condition to attract or accommodate visitors and users; and • Being unable to adapt or adjust in response to changes in visitor or user behaviour.

Sensitivity	Definition
Medium	A tourism or recreational receptor with a medium sensitivity will have limited capacity to tolerate or adapt to effects as these will result in a moderate change in visitor behaviour. Factors that will contribute to a tourism or recreational receptor being considered of medium sensitivity include: • Being influenced by a single environmental condition to attract or accommodate visitors and users; and • Have a limited ability to adapt or adjust in response to changes in visitor or user behaviour.
Low	A tourism or recreational receptor with a low sensitivity will have the ability to tolerate or adapt to effects as these will result in an incidental change in visitor behaviour. Factors that will contribute to a tourism or recreational receptor being considered of low sensitivity include: • Environmental conditions have a minor influence on the ability of the receptor to attract or accommodate visitors and users; and • Being able to adapt or adjust the receptors in response to changes in visitor or user behaviour.
Negligible	A tourism or recreational receptor with a negligible sensitivity will be resistant to changes in environmental factors. Factors that will contribute to a tourism or recreational receptor being considered of negligible sensitivity include: • Environmental conditions have a negligible influence on the ability of the asset to attract or accommodate visitors and users; and • Having substantial ability to adapt or adjust the assets in response to changes in visitor or user behaviour.

62. Impacts would occur on tourism and recreation receptors if they are sensitive to changes in environmental factors that would occur as a result of the Projects and the receptors are considered to experience a significant impact as a result of changes to these environmental factors.

63. The impacts considered on tourism and recreation assets are changes to visitor or user behaviour and outcomes. Any environmental impact on these receptors shall therefore be assessed against how it would change behaviour compared to the current baseline of visitor or user behaviour of the receptor.

Table 29-9 Definitions of Magnitude of Tourism Impacts

Magnitude	Definition
High	The impact on a tourism asset would be considered to have a high magnitude if the residual environmental effect it will experience is predicted to have a permanent major effect.
Medium	The impact on a tourism asset would be considered to have a medium magnitude if the residual environmental effect it will experience is predicted to have a temporary major effect or a permanent moderate effect.
Low	The impact on a tourism asset would be considered to have a low magnitude if the residual environmental effect it will experience is predicted to have a temporary moderate effect or a permanent minor effect.
Negligible	The impact on a tourism asset would be considered to have a negligible magnitude if the residual environmental effect it will experience is predicted to have a temporary minor effect or a negligible effect.

64. The magnitude of impact on individual recreation assets has been defined based on IPROW's 2020 Environmental Impact Assessment: Appraising Access (IPROW, 2020). This will include walking and cycling routes and open recreational spaces, such as beaches.

Table 29-10 Definitions of Magnitude of Recreation Impacts

Magnitude	Definition
High	The impact on a recreation asset would be considered to have a high magnitude if it is predicted to experience a major change in its use (over 30% of current use). This change would be permanent or happen over a relatively long period of time. Recreational users have also limited alternatives within the same geographic area.
Medium	The impact on a recreation asset would be considered to have a medium magnitude if it led to a modest change in levels of use (defined as between 10% and 30%) or a substantial change over a short time period.

Magnitude	Definition
Low	The impact on a recreation asset would be considered to have a low magnitude if there was a limited (under 10%) change in usage or short-term (e.g., less than a month) change in its existing use, including a slight reduction in visitor numbers and limited displacement.
Negligible	The impact on a recreation asset would be considered to have a negligible magnitude if no discernible changes in its patterns of use would occur.

29.4.3.2 Significance of Effect

65. The assessment of significance of an effect is informed by the sensitivity of the receptor and the magnitude of the impact (see **Volume 7, Chapter 6 EIA Methodology (application ref: 7.6)** for further detail). The determination of significance is guided by the use of an impact significance matrix, as shown in **Table 29-11**. Definitions of each level of significance with specific reference to tourism and recreation are provided in **Table 29-12**. For the purposes of this assessment, any effect that is of major or moderate significance is considered to be significant in EIA terms, whether this be adverse or beneficial. Any effect that has a significance of minor or negligible is not significant.

Table 29-11 Tourism and Recreation Significance of Effect Matrix

		Adverse Magnitude				Beneficial Magnitude			
		High	Medium	Low	Negligible	Negligible	Low	Medium	High
Sensitivity	High	Major	Major	Moderate	Minor	Minor	Moderate	Major	Major
	Medium	Major	Moderate	Minor	Minor	Minor	Minor	Moderate	Major
	Low	Moderate	Minor	Minor	Negligible	Negligible	Minor	Minor	Moderate
	Negligible	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Minor

Table 29-12 Definition of Effect Significance

Significance	Definition
Major	Very large or large change in receptor condition, which is likely to be an important consideration at regional level because they contribute to local tourism activity and the attraction of visitors.
Moderate	Intermediate change in receptor condition, which is likely to be an important consideration at a local level.
Minor	Small change in receptor condition, which may be raised as local issues but are unlikely to affect a tourism and recreation receptor's overall viability or the performance of the tourism economy.
Negligible	No discernible change in receptor condition.
No change	No impact, therefore no change in receptor condition.

29.4.4 Cumulative Effect Assessment Methodology

66. The Cumulative Effect Assessment (CEA) considers other schemes, plans, projects and activities that may result in significant effects in cumulation with the Projects. **Volume 7, Chapter 6 EIA Methodology (application ref: 7.6**) (and accompanying **Volume 7, Appendix 6-1 (application ref: 7.6.6.1)**) provides further details of the general framework and approach to the CEA.

67. The CEA of tourism and recreation receptors has been drafted with reference to the CEAs carried out in the following chapters:

- **Volume 7, Chapter 14 Shipping and Navigation (application ref: 7.14);**
- **Volume 7, Chapter 21 Land Use (application ref: 7.21);**
- **Volume 7, Chapter 23 Landscape and Visual Impact Assessment (application ref: 7.23);**
- **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24);**
- **Volume 7, Chapter 25 Noise and Vibration (application ref: 7.25);**
- **Volume 7, Chapter 26 Air Quality (application ref: 7.26); and**
- **Volume 7, Chapter 28 Socio-economics (application ref: 7.28).**

29.4.5 Assumptions and Limitations

68. Data from official statistical sources, such as the surveys carried out by the Office for National Statistics (ONS), are generally published with a delay of between one and two years. This means that part of the information included in the baseline does not reflect current economic activity, while being based on the latest available data. To provide the most up to date information possible, the baseline assessment was carried out close to the publication of the ES.

69. Where the latest year for which information on tourism is 2020 or 2021, data from 2019 is used instead. This is because 2020 and 2021 are not considered as an appropriate reference point. Over 2020 and throughout 2021 tourism activity was constrained by restrictions aimed at preventing the spread of Covid-19 limiting domestic and international travel. While the Covid-19 pandemic may have changed attitudes towards travel (for instance, shifting preferences from international to domestic holidays), international visitors are likely to remain a key group for the tourism sector.

70. Data were not always available for the Onshore Study Area considered in the assessment. In instances where data at that level were not available, estimates were provided based on the smallest geography that included the study area considered (e.g., East Riding of Yorkshire instead of the Onshore Study Area).

71. The robustness of data on tourism visits and spending depends on the size of the study areas considered. Data at local authority level tend to rely on smaller sample sizes and as such are to be considered less accurate.

72. None of the assumptions and limitations listed above is likely to affect the overall assessment of effects from the construction, operations and decommissioning of the Projects. There are several other factors that may affect the performance of the tourism economy, which make it more difficult to single out any specific impacts from an energy infrastructure project. Such determinants of tourism activity include the weather, competition from alternative destinations, changes in overall visitor preferences and changes in the local offer, which will also affect short and long-term visitor numbers.

29.5 Existing Environment

73. In defining the existing environment reference is made, where data allow, to the Onshore Study Area. Where electoral ward level data are not available, the focus is on the next immediately available geography containing the Onshore Study Area (e.g., East Riding of Yorkshire, where local authority-level data are available).

74. Activity is benchmarked against the UK. For some indicators, it is not possible to obtain like for like data for the whole of the UK study area and therefore Great Britain is used as a substitute.

29.5.1 Industrial Structure & Tourism Employment

75. In 2022, there were a total 44,985 people employed in the Onshore Study Area (ONS, 2023). Almost half of the employment in the area is supported by three sectors: manufacturing, wholesale and retail trade and public administration and defence.

76. Accommodation and food service activities and arts, entertainment and recreation are sectors relevant to the tourism economy. Across the Onshore Study Area these two sectors employed 12% (5,295) of those in employment, compared to 10% across the UK.

77. Employment in these two sectors has grown at a faster rate than general employment in the area. Between 2015 and 2022, employment in tourism related industries grew by 19%, compared to a 4% growth in all jobs in the area. A full breakdown of sectoral employment is provided in **Table 29-13**.

Table 29-13 Breakdown of Sectoral Employment

Sector	Onshore Study Area	UK
Manufacturing	20%	7%
Wholesale and retail trade; repair of motor vehicles and motorcycles	14%	14%
Public administration and defence; compulsory social security	11%	5%
Human health and social work activities	10%	13%
Accommodation and food service activities	10%	8%
Education	7%	8%
Construction	6%	5%
Professional, scientific and technical activities	5%	9%

Sector	Onshore Study Area	UK
Administrative and support service activities	4%	9%
Transportation and storage	3%	5%
Water supply; sewerage, waste management and remediation activities	2%	1%
Arts, entertainment and recreation	2%	2%
Other service activities	2%	2%
Real estate activities	1%	2%
Information and communication	1%	4%
Financial and insurance activities	1%	3%
Agriculture, forestry and fishing	1%	2%
Electricity, gas, steam and air conditioning supply	0%	0%
Mining and quarrying	0%	0%
Total employment (number of people)	**44,985**	**31,918,000**

78. It was estimated that employment in the Onshore Study Area across accommodation and food services and arts, entertainment and recreation (two sectors closely linked with tourism activity) increased from 4,655 in 2017 to 5,000 in 2022.

29.5.2 Tourism Activity

79. The Onshore Study Area, which falls within East Riding of Yorkshire Council, has a varied tourism and recreation offer. Stretching down the Holderness Coast, the Onshore Study Area includes the coastal settlements of Skipsea, Hornsea and Mappleton. This coastal area provides good beach access and supports a range of marine recreational activities such as angling. Campsites, motorhomes and caravan sites play a relatively important role in providing accommodation for visitors.

80. The interior part of the Onshore Study Area is predominantly rural, with access to recreational activities such as walking and cycling supported by a range of more isolated accommodation providers. The main town within the Onshore Study Area is Beverley, which hosts a cluster of accommodation providers as well as featuring its distinctive visitor attractions, among which Beverley Minster and Beverley Racecourse plays a relatively important role.

29.5.3 Visitor Numbers and Spending

81. A range of statistics are available on visitor numbers and visitor spend, including from the Great Britain Day Visitor Survey (GBDVS), the Great Britain Tourism Survey and the International Passenger Survey. As data are not available for the Onshore Study Area, tourism activity was estimated by weighting data for East Riding of Yorkshire by the relative share of tourism employment in the Onshore Study Area compared to East Riding of Yorkshire.

82. Over the period between 2008 and 2019, it was estimated that total trips to East Riding of Yorkshire, the local authority where the Onshore Study Area is, increased from 539,000 to 653,000. Similarly, visitor spending went from £66 million to £103 million. While these figures may not be directly comparable with those for the period 2021-2023 because of Covid-19 restrictions, they suggest before the pandemic tourism activity had been increasing in the area.

83. The GBDVS presents data on visitor numbers and spend for local authorities in England, with the latest survey covering activity between 2021 and 2023. On average, it was estimated that in this period there were 1.7 million day visitors to the Onshore Study Area, spending a total of £73.1 million (**Table 29-14**). This indicates a spend of £42.30 per day visitor, which is higher than the £32.70 average spend per visitor across Great Britain.

84. In terms of domestic overnight visitors, on average it was estimated that between 2021 and 2023 the Onshore Study Area hosted 0.3 million overnight visitors, spending a total of £28.2 million in the local economy. This indicates a spend of £210 per visitor, which is higher than the average for overnight visitors across Great Britain (£199).

Table 29-14 Number and Spend of Visitors to the Study Area, 2021-23

Number and Spend of Visitors	Onshore Study Area	Great Britain
Number of Day Visitors (million)	1.7	1,795.1
Total spend of Day Visitors (£m)	£73.1	£58,623.2
Total spend per Day Visitor (£)	£42.30	£32.70
Number of Domestic Overnight Visitors (million)	0.3	121.4
Total spend of Domestic Overnight Visitors (£m)	£65.20	£24,098.7
Total spend per Domestic Overnight Visitor (£)	£210.10	£198.50

Source: Kantar, (2023). Great Britain Day Visits Survey. Kantar (2023), Great Britain Tourism Survey.

85. Data on international visitors is taken from the international passenger survey. The latest available year for local authority data from this survey is 2021, when travel restrictions were in place due to Covid 19. Therefore estimates of international visitors to the area are based on data from the years before 2020. Based on data regarding international visitors for East Yorkshire, it was estimated that between 2017 and 2019, on average there were 10,100 international visits to the Onshore Study Area. These visitors spent a total of £3.6 million in the local economy during their stay, spending approximately £360 per visitor. This is lower than the average spend of international visitors to the UK which was £695 in 2019.

29.5.4 Local Attractions

86. Visit Britain collect annual data on the number of visitors to visitor attractions across England. In the latest version of the report (2022), four visitor attractions were identified for East Riding of Yorkshire (where the Onshore Study Area is located):

- Burton Constable Hall;
- RSPB Bempton Cliffs Reserve;
- The Priory Church; and
- Beverley Minster.

87. A further ten attractions were identified from the Visit East Yorkshire website (**Volume 7, Figure 29-1 (application ref: 7.29.1)**):

- Five stately homes and gardens, including
  - Burton Agnes Hall and Gardens;
  - Scampston Hall and Walled Garden;
  - Burnby Hall Gardens and Museum;
  - Wassand Hall; and
  - Sewerby House.
- Sledmere House;
- Westwood Common (Beverley Westwood);
- Beverley Racecourse;
- Beverley & East Riding Golf Club; and
- Hornsea Promenade.

The visitor attractions identified in the Onshore Study Area all contribute to its attractiveness to visitors, either directly due to their location within the Onshore Study Area or indirectly by bringing tourism to nearby areas, which has spill-over impacts on the tourism economy of the Onshore Study Area.

29.5.5 Accommodation Providers

88. From spending time in its picturesque towns and villages, through having access to recreational activities on the coast to visiting its main attractions, there are several reasons drawing visitors to the Onshore Study Area and East Riding of Yorkshire. Visitor accommodation is varied and able to meet the needs of different visitors. Available options include: self-catered properties, bed and breakfasts and guesthouses, camping and glamping sites, and hotels. Accommodation is available both in the countryside, along the coast and in the main town and villages, including Beverley.

89. As self-catered properties and short-let accommodation have become increasingly important within accommodation provision, it is challenging to provide an ultimate count of properties devoted to tourism accommodation in any given geography. On this basis, available evidence is to be interpreted more as providing an idea of the scale of activity than an exact property count.

90. A report from AECOM (2016) sought to consider tourism accommodation in East Riding of Yorkshire, where the Onshore Study Area is located. It identified upwards of 548 accommodation providers, of which at least 290 were in the East Coast Bridlington area and around 47 in the Beverley and Hinterlands area. Across East Riding of Yorkshire there was estimated to be

71,252 bedspaces available. As shown in **Table 29-15**, the largest source of bedspaces was on holiday parks and more than half of the beds were in the East Coast Bridlington area.

Table 29-15 Bedspaces by Accommodation Type, East Riding of Yorkshire

Accommodation Type	East Coast Bridlington	Beverley and Hinterlands	Other East Riding of Yorkshire	East Riding of Yorkshire Total
Sites with Touring Pitches	5,658	255	2,883	8,796
Holiday Parks/Static Units	29,165	855	24,795	54,815
Self Catering	1,219	97	525	1,841
Larger Serviced Hotels (+20 Rooms)	466	254	1,341	2,061
Smaller Serviced Hotels (<20 Rooms)	2,194	345	1,227	3,766
Total	**38,702**	**1,836**	**30,714**	**71,252**

91. Given the AECOM study was produced before the Covid-19 pandemic and may not capture latest development in the local tourism sector, the baseline also considers information from the Visit East Yorkshire portal from 2023. This includes a list of accommodation providers which is reproduced in **Table 29-16**. The data from the Visit East Yorkshire portal are not directly comparable to those collected by AECOM. However, the website is where a visitor's journey is likely to start as it allows to exploring what to do and where to stay in East Yorkshire. On this basis, it is considered an appropriate source when reviewing accommodation options within East Riding of Yorkshire.

Table 29-16 Accommodation by Type, East Riding of Yorkshire

Accommodation Type	Number of businesses
Self-Catering	210
B&Bs and Guesthouses	140
Camping & Touring	46
Hotels	31
Static caravans, lodges & chalets	24
Glamping	22
Group travel accommodation	2
Total	**475**

92. Across Yorkshire, the room occupancy varied throughout the year. Data published by Welcome to Yorkshire (Welcome to Yorkshire, 2020) shows that average room occupancy peaked in the month of July (83%) and accommodation occupancy was lowest in January (60%). Applying these occupancy rates to the number of beds outlined in **Table 29-15** would suggest that across East Riding of Yorkshire, there would be a maximum of 28,500 unoccupied bedspaces in January, and a minimum of 12,100 bedspaces unoccupied in July.

29.5.6 Recreational Activity and Outdoor Spaces

93. The East Riding of Yorkshire Council website (2022) identifies several long-distance walking and cycle routes across East Riding of Yorkshire. Nine of these routes contain sections that are within the Onshore Study Area these are listed below and shown on **Volume 7**, **Figure 29-2 (application ref: 7.29.1)**):

- The King Charles III England Coast Path;
- Yorkshire Wolds Way (National Trail);
- Trans Pennine Trail;
- East Riding Heritage Way, including the Beverley 20 Footpath and Minster Way Footpath;
- Wilberforce Way;

- Way of the Roses coast to coast cycle route; and
- Sections of the National Cycle Network.

94. The long distance routes include Beverley 20 Footpath, a 29km trail which forms part of the East Riding Heritage Way, a route spanning approximately 130km from Beverley Minster in East Yorkshire to the sea shore at Filey in North Yorkshire. Minster Way Footpath is an 80km walking route between the Minsters of Beverley and York through Yorkshire countryside. Wilberforce Way is a 97km walking route between Hull and East Riding of Yorkshire. Considering the total length of each of these routes, it is not expected that disruption at one section of the trails would result in a significant effect on the number of people using the routes overall.

95. The King Charles III England Coast Path (KCIIIECP), a national recreational path around 2,700 miles long, will be located along the north eastern edge of landfall. The path has been approved but is not yet open to the public.

96. There are 22 locations where the Onshore Development Area intersects PRoWs and a further 17 locations where roads designated as cycle routes are crossed. These routes are shown on **Volume 7, Appendix 5-2 Onshore Obstacle Crossing Register (application ref: 7.5.5.2)** and in **Appendix C Outline Public Rights of Way management Plan** of the **OCoCP (Volume 8, application ref: 8.9)** and the effect on these routes is assessed in **Volume 7, Chapter 21 Land Use (application ref: 7.21)**.

97. The Onshore Study Area also contains multiple beaches which are recreational assets and compliment the tourism assets in the area. These include:

- Skipsea Beach;
- Rolston Sands;
- Hornsea Beach;
- Mappleton Beach; and
- Cowden Beach.

98. Skipsea Beach is within 1 km of the landfall. The two beaches merge into each other along the coast. The area closest to the landfall location is usually accessed via the Skipsea Sands Holiday Park, the Far Grange Holiday Park or from a Car Park beside the Mr Moo's Ice Cream Parlour (Strava, 2024).

29.5.7 Tourism and Recreation Receptors

99. Based on the description of tourism activity within the Onshore Study Area and its mapping, it was possible to identify a series of tourism and recreation receptors that fall within 1 km from the Onshore Export Corridor, within 5 km from the Onshore Substation Zone or at landfall. These are listed in **Table 29-17** and shown on **Volume 7, Figure 29-1** and **Figure 29-2 (application ref: 7.29.1)**. Most of the receptors identified are accommodation providers.

100. The analysis of tourism accommodation has been refined further based on an online review of accommodation providers through Google Maps and the Visit East Yorkshire portal. In this way, it is possible to identify accommodation providers located within up to 1 km from the Onshore Export Cable Corridor and within 5 km from the Onshore Converter Stations. The list excludes any accommodation receptors located within the main towns, as they are unlikely to market themselves based on the surrounding idyllic countryside and as places where to relax away from urban activities. The accommodation providers brought forward for assessment are listed in **Table 29-17**.

Table 29-17 Tourism and Recreation Receptors Considered for Assessment

Tourism and Recreation Receptor Name	Receptor Type	Additional Details
Far Grange Holiday Park	Accommodation provider	Caravan Park
Castle View Campsite, Skipsea	Accommodation provider	Campsite
Mill Farm Country Park, Skipsea	Accommodation provider	Caravan, tents and motorhomes park
Mill Farm Shepherds Hut, Skipsea	Accommodation provider	Self-Catering
Strawberry Fields Holiday Park	Accommodation provider	Motorhomes Park
Parkdean Resorts Skipsea Sands Holiday Park	Accommodation provider	Caravan Park
Lazaat	Accommodation provider	Hotel
East Yorkshire Holidays – Tracy's Caravan Care	Accommodation provider	Caravan Park
Mr Moo's Touring Site	Accommodation provider	Caravan and motorhome touring site
Prospect Cottage	Accommodation provider	Self-Catering
Tickton Grange Hotel	Accommodation provider	Hotel
Tickton Hall Cottages	Accommodation provider	Self-Catering
Broadgate Farm Cottages	Accommodation provider	Self-Catering
Westwood Shepherd Huts Hull	Accommodation provider	Self-Catering
Butt Farm Caravan	Accommodation provider	Caravan Park, camping and glamping

Tourism and Recreation Receptor Name	Receptor Type	Additional Details
The Poplars, Long Riston	Accommodation provider	Self-Catering
Skipsea Beach	Public space	Beach
Beverley Westwood	Visitor attraction	Pasture
Beverley Racecourse	Visitor attraction	Racecourse
Beverley and East Riding Golf Club	Visitor attraction	Golf club
National Cycle Network	Recreational route	Cycling route
Minster Way Footpath / East Riding Heritage Way	Recreational route	Long-distance trail
Beverley 20 Footpath/ East Riding Heritage Way	Recreational route	Long-distance trail
Cottingham Parks and Leisure Club	Accommodation provider	Hotel with golf course
Burton Agnes Hall and Gardens	Visitor Attraction	Stately Home
Scampston Hall and Walled Garden	Visitor Attraction	Stately Home
Burnby Hall Gardens and Museum	Visitor Attraction	Stately Home
Wassand Hall	Visitor Attraction	Stately Home
Sewerby House	Visitor Attraction	Stately Home
Sledmere House	Visitor Attraction	Stately Home

29.5.8 Marine Recreational Baseline

29.5.8.1 Marine Recreational Activities from the Beach

101. Beach access and bathing is a driver of tourism activity along the Holderness Coast. A single large sand formation stretches along the coast taking different names depending on its location. Within the Onshore Study Area, this sand formation includes Skipsea Beach, Hornsea Beach, Hornsea Beach South and Mappleton Beach.

102. Given its proximity to the Projects' landfall, Skipsea Beach is the only stretch within the Onshore Study Area within the Direct Assessment Area. This narrow sandy beach has suffered from coastal erosion over time and now features a series of sea defences. Skipsea Beach tends to be relatively quiet, and its main uses are birdwatching and fishing (The Beach Guide, 2023a). Access to this beach would not be closed to the public during construction, unless unforeseen and unplanned events occur during which emergency access is required.

103. Hornsea Beach is a shingle and golden sand beach with views on Flamborough Headland to the north and the Holderness coast to the south. This beach provides access to the Trans Pennine Trail, a long-distance route popular with cyclists and walkers. In addition, Hornsea Beach, a blue flag beach, is the location for a range of marine recreational activities such as bird watching, canoeing, kayaking, swimming, bathing, windsurfing and jet skiing (The Beach Guide, 2023b). To its south, Hornsea South Beach provides access to a similar array of recreational activities (The Beach Guide, 2023c).

104. Mappleton Beach is located further south along the Holderness Coast. It was a former MoD bombing range and relatively quieter compared to other beaches along the coast (The Beach Guide, 2023d). Mappleton Beach is relatively popular with dog walkers.

105. Note that bathing impacts are considered as part of the recreational use of the beaches.

29.5.8.2 Marine Recreational Activities: Boating

106. While the main marinas are in the Humber Estuary, at Grimsby and Hull, the coast alongside the Study Area hosts the harbour of Bridlington. This port is associated with cruise activity, with coastal sightseeing cruises going as far as Filey Bay.

107. At Bridlington and Wilsthorpe, there is a Royal Yorkshire Yacht Club. The club holds a regatta and regular races around Bridlington Bay during the summer, including UK National Championship events.

108. The highest boating usage in the region is in the Humber Estuary with activity extending south to the mouth of the Wash and the North Norfolk coast. These focus points lead to bands of routes concentrated on Scarborough to the Humber and the Humber to north Norfolk. There was also a light usage route from Scarborough to Northeast Norfolk. Vessel usage further offshore was very low, mostly absent. Vessel usage in the wider region was reported to be generally low due to the lack of suitable weather and therefore vessel safety (Sea Search Northeast Coast Coordinator, pers. comms). However, these weather considerations have limited impact on activity at Bridlington because of Flamborough Head providing significant lee to Bridlington Bay in most weather.

109. The number of recreational vessels in the Offshore Study Area has been identified as part of the navigational risk assessment (**Volume 7, Appendix 14-1 Navigational Risk Assessment (application ref: 7.14.14.1)**). Site specific surveys found that on average, in the summer, there were three recreational vessels that crossed the Offshore Export Corridor every day. Recreational vessels were much less likely to enter either the DBS East or DBS West Array Area and in total, recreational vessels entered these areas ten times over a 28 day period.

29.5.8.2.1 Marine Recreational Activities: Angling

110. Sea angling operated out of Bridlington (north), Grimsby (Humber Estuary) and the North Norfolk Coast, where boats are moored, as well as at several slipways throughout the area (mostly south of the Humber) (MMO, 2020). There are several private and public slipways near the Offshore Study Area from Bridlington south to Withernsea, the majority of which incorporate boat compounds.

111. At the Bridlington south beach there are two compounds; one is a private members compound which has approximately 45 to 50 boats (Precision Marine Survey, 2023), Most of these boats are directed at sea angling and are no longer than 7m. The adjacent boat compound Bridlington Bay Boat Launch is owned by East Riding County Council and contains approximately 80 boats up to 8.5m in length, as well as several jet skis. This slipway is used by vessels located in the compound, as well as visiting boats, particularly dive boats (RIBs) and jet skis. Most boats in the compound are solely used for sea angling, although the compound is closed from the end of October to the 1st April, and in October it is open only on weekends.

112. These 'Bridlington based' angling boats fish the numerous wrecks both inshore and offshore targeting cod, ling and pollack. When fishing inshore, activity is concentrated around Flamborough Head where key species are bass, cod, pollack, mackerel and wrasse. Some angling vessels also target tope, smoothhound and thornback ray during the summer months (as referenced in **Volume 7, Chapter 10 Fish and Shellfish Ecology (application ref: 7.10)**).

113. There are two slipways at Hornsea, the northernmost of these is the North Cliff Boat Club, which has a private membership and a members' compound. It has approximately 130 members, including boats within the compound and those that trail their boats to the launch site on the day. South of the North Cliff private compound and slip is the central Hornsea slipway which is used by commercial and recreational fishermen alike. The recreational boat compound is adjacent to the commercial boat compound and houses approximately 30 small (under 6m) boats, most of which concentrate on sea angling.

114. The remaining slipway and compound on the Holderness coast is located at Withernsea, and is largely for the use of commercial fishermen, although there a small number of recreational vessels and RIBs that are launched on the public slipway for sea angling and diving purposes.

115. Sea angling boats launched at Hornsea and Withernsea tend to fish waters close to the coast and target cod and ling on the wrecks, whilst tope, smoothhound, mackerel and thornback ray are targeted inshore during settled summer months.

116. The chartered fishing boat data aggregated for Bridlington show that there are at least four angling charter boats mainly targeting rough ground and wrecks, with species caught mainly cod, whiting, mackerel, dabs, and bass. Similarly, from Grimsby there are two angling charter fishing boats mainly targeting wrecks during the summer and the outer estuary areas during the autumn and winter months, with species caught mainly cod, ling and skate / ray (summer), whilst cod are targeted in the estuary during the winter. Most of the chartered boats out of Grimsby carried out trips up to 60 days a year. In Bridlington chartered boats carried out trips most weekends throughout the year, with some being active also during the week.

117. Within Bridlington harbour, there is a modest number (circa 25) of small privately owned angling boats that fish in Bridlington Bay and around Flamborough Head for cod, pollack, bass, dabs, mackerel and whiting, and on wrecks for cod and ling.

118. Shore based angling was also shown to take place along much of the shoreline, only excepting west of the Humber Bridge. Activity was mostly of high intensity to the north of the Humber, with stretches of medium intensity to the south.

119. There are at least eight shore-based sea angling clubs dedicated to sea fishing along the Holderness coast, ranging in membership of between 20 and 60 members. Of these clubs there is one each at Bridlington, Hornsea, Withernsea and Easington, with four clubs based in Hull. Their average membership is approximately 35. In addition, the Yorkshire Federation of Sea Anglers, with a membership of approximately 40, holds a series of matches along the Holderness coast during the winter and summer months. There is also a significant number of anglers who are not members of any sea angling club, and who are based either locally or travel to fish from the wider regions of Yorkshire, Derbyshire, and Lincolnshire.

120. Two of the largest shore angling competitions in Europe are held annually along the Holderness coast. The Paul Roggeman European Open Beach Championship is the largest match of its kind in Europe, with anglers travelling from as far as Germany, Belgium, and the Netherlands (East Riding of Yorkshire Council, 22/03/2023). With a prize fund of over £35,000, attendance at the three-day event regularly attracts over 1,000 anglers, with an estimated £500,000 benefit to the local economy (WW, 22/03/2023).

121. Key target species for shore anglers along the Holderness beaches are bass, cod, whiting, thornback and spotted rays, smoothhound and flatfish species such as flounder, dab, Dover sole and turbot.

122. Lastly, there are pockets of shoreline where bait collection takes place. This activity mostly occurs along Bridlington south shore for lugworm *Arenicola marina*, whilst further south from Barmston and Skipsea to Atwick anglers collect black lugworm *Arenicola defodiens*.

123. Overall, angling activity in the area occurs off Bridlington, Withernsea and Hornsea. Only, the latter port is located within the Onshore Study Area, with landfall at Skipsea. The fact activity occurs across the coast suggests diversification and lack of reliance on a single location.

29.5.8.2.2 Marine Recreational Activities: Scuba Diving

124. There are at least 15 dive clubs within less than an hour and a half drive of the Holderness coast, with most within less than an hour drive. Most of these clubs are affiliated to the British Sub-Aqua Club. Whilst members use chartered dive boats to facilitate their diving expeditions, most clubs also have their own vessels that are transported by road to a range of launch

sites, along the Yorkshire coast. Similarly, there are several divers who are not members of a club and have their own dive boat and who trail the boat by road to various launch sites along the coast.

125. Most diving in the Offshore Study Area is on wrecks, of which there is a huge choice, with over 100 wrecks accessible using beach launched RIBs of between 7 to 9 metres in length. Diving on 'reefs' is extremely limited, as the only realistic option is the boulder and algal turf/chalk reef at Flamborough Head. In addition, this is a drift dive and is subject to strong tidal currents and is for the more experienced diver, particularly as water clarity can be poor.

126. Recreational diving is predominantly undertaken between June and September when the water clarity (visibility) improves, and on neap to middle tides over slack water. This is especially the case for those wrecks located inshore where the diving window may be further reduced.

29.5.9 The Relationship between Offshore Wind Farms and Tourism

127. The relationship between wind developments (both onshore and offshore) and tourism activity has been the subject of several studies, including Glasgow Caledonian University (2008) and Northumbria University (2014).

128. With regards to offshore wind, in 2019 BiGGAR Economics (2019) carried out an assessment of the impact of tourism and recreation associated with the East Anglia TWO Offshore Wind Farm. The analysis considered visitor spending in the Suffolk Coast Area.

129. The study considered 16 areas, including two Areas of Outstanding Natural Beauty, to identify any relationship between offshore wind development and changes in visitor behaviour or spending during the construction period. In each of the 16 areas both the onshore and offshore infrastructure of an offshore wind farm were visible. The assessment found no impacts on tourism activity associated with East Anglia TWO Offshore Wind Farm.

130. Furthermore, the ES of Dogger Bank Teesside A & B (Forewind, 2014), Hornsea 2 Offshore Wind Farm (Smartwind, 2015) and Hornsea 3 Offshore Wind Farm (Orsted, 2018) found no significant impacts on tourism and recreation.

131. The visibility of wind turbines to onshore tourists and recreational receptors has the potential to affect the amenity of an area. However, in 2021 BiGGAR Economics (2021) analysed the development of 44 onshore wind farms in Scotland and found that it had no impact on tourism employment in the areas in which they were constructed. In the case of the Projects effects on tourism are expected to be further reduced by the fact that no

visibility effects are envisaged, as the offshore platform would be at least 37km from the closest land at Flamborough Head.

132. In addition to there being a lack of evidence around any substantive effects on tourism from offshore wind development, research suggests the potential for positive impacts (e.g., Smythe et al, 2020). These are the result of increased accommodation spending during construction activity associated with those working on the offshore windfarm development.

133. Overall, available evidence (e.g., University of the West of England (2004) and Glasgow Caledonian (2008)) suggests that there is no relationship between onshore and offshore wind developments and the performance of the tourism economy of those areas hosting similar projects.

29.5.10 Factors Driving Tourism Activity

134. Based on existing evidence on tourism and the tourism economy, activity is mostly driven by the following factors:

- The ability and willingness of tourists to travel;
- Economic performance (and so whether tourists have disposable income available for leisure trips);
- Exchange rates;
- The quality of the overall tourism product;
- The effectiveness of destination marketing; and
- The quality and value for money of the services offered by tourism businesses.

135. There exists no relationship between all of these factors and the existence of an offshore wind development and its onshore infrastructure. The assessment of tourism impacts will consider whether visitor attractions and the motivations for visiting them would be affected by the Projects both during the construction and operational period.

136. In case any evidence was found, for a change in tourism activity to happen, the following conditions would need to be met:

- The construction and/or operation of the Projects has some environmental impact(s) on the area;
- Visitors, or potential visitors are aware of such impact(s);
- Visitors, or potential visitors, react by changing their behaviour. For example, by changing the length of stay, where they choose to visit or the activities that they undertake;
- The change in behaviour results in a change in their level of spending; and

- These changes in visitor spending result in a change in performance of the tourism sector, for example a change in employment.

29.5.11 Summary of Tourism Economy Baseline and Sensitivity

137. The tourism economy is important to the Onshore Study Area. Sectors which tend to be associated with tourism such as accommodation and food services, and arts, entertainment and recreation account for a larger share of employment in the area than the UK average. Visitors who do come to the area spend more than average compared to the UK domestic tourism market (**Table 29-14**). Day visitor to the Onshore Study Area spend on average £42.30 compared to £32.70 for day visitors across Great Britain. Similarly, overnight visitors spend on average £210, higher than the average for overnight visitors across Great Britain (£199).

138. Tourism sector employment has grown at a faster rate than the wider economy in the Onshore Study Area, suggesting that it is one of the better performing industries in the area and that it has been able to adapt to changes in recent years better than other sectors of the economy.

139. Recreational activity plays a role in the local tourism offer through long recreational routes as well as marine recreation. This includes the annual Paul Roggeman European Open Beach Championships, cruises from Bridlington as well as yachting and angling activity.

140. As shown in **Figure 29-1 (Volume 7, application ref: 7.29.1)**, there is not one attraction that dominates the tourism economy in and around the Onshore Study Area. Attractions such as Royal Society for the Protection of Birds Bempton Cliffs Reserve, which is close to the Onshore Study Area, and Beverley Minster attract between 60,000 and 100,000 visitors annually. This is equivalent to approximately 1% of all visitors to East Riding of Yorkshire. Therefore, the tourism economy in the Study Area is not particularly sensitive to the performance of any particular tourism asset.

141. Given the wide range of tourism and recreation activities available, the lack of reliance on any specific attraction, the sensitivity of the tourism economy in the Study Area has been assessed as Low. This is because a varied offer limits the exposure of tourism activity on the performance of any individual asset.

29.5.12 Future Trends

142. In the event that the Projects are not developed, the future conditions of the tourism economy would likely continue on current trajectories. The Onshore Study Area is likely to remain popular with visitors for its attractions and recreational activities.

143. In a similar way, it is likely individual visitor attractions and recreational activities identified in the baseline will remain available to visitors. While it is difficult to predict the performance of individual accommodation providers, it is expected the Onshore Study Area will retain a variety of accommodation providers.

144. As discussed in **Volume 7, Chapter 14: Shipping and Navigation (application ref: 7.14)**, there is uncertainty associated with long-term predictions for recreational vessel transits given the limited reliable information on future trends upon which any firm assumption could be made. National projections (CEBR, 2022) have predicted that the level of economic activity within the marine tourism sector will increase slowly as the level of disposable household income increases. The latest projections for national increases in household income (OBR, 2024) suggest that real incomes would grow by between 1 – 2% a year over the next 5 years. It would therefore be reasonable to expect activity in the marine leisure sector to increase at a similar rate.

29.6 Assessment of Significance

29.6.1 Potential Effects During Construction

145. This section considers those impacts on tourism and recreation associated with the construction of the Projects. Three sets of impacts are presented below:

- Impacts on the tourism economy;
- Impacts on tourism assets; and
- Impacts on recreational assets, including marine recreation.

146. Impacts are considered with respect to construction In Isolation and together, for which a worst case scenario is defined (Sequential or Concurrent).

29.6.1.1 Impact 1: Tourism Economy

147. The development of the Projects has the potential to impact on the tourism economy, if it were to have an impact on the key drivers of the tourism economy. This section therefore considers what are the key drivers of the tourism economy area, either offshore or onshore, and how these could be impacted by the Projects. The assessment considers the tourism economy, which is based onshore. The onshore tourism economy includes onshore companies which support activities offshore, such as marinas.

29.6.1.1.1 Magnitude of Impact – DBS East and West Together (Sequentially)

148. The worst case scenario considered with respect to impacts on the tourism economy during construction focuses on the Sequential construction of the Projects. This would result in potential disruption from onshore activity lasting longer than under a scenario where the Projects are delivered Concurrently.

149. Available evidence from existing studies described in section 29.5.9 above such as BiGGAR Economics (2019, 2021), Glasgow Caledonian (2008) and University of the West of England (2004) suggests that there is no direct relationship between offshore wind developments and the performance of the tourism economy. Indeed, evidence from Smythe et al. (2020) suggests in some instances there may be positive effects on tourism businesses as a result of workers' stays during construction.

150. Furthermore, offshore wind farms are not considered as a key determinant of the tourism economy (key factors include tourism offer marketing, exchange rates and economic conditions). Therefore, any impacts on the tourism economy would arise from specific environmental effects that affect specific tourism assets, as assessed in Section 29.6.1.2**.**

151. The potential for negative effects on tourism activity is further reduced by the fact the offshore elements of the Projects will not be visible during operation and visibility of offshore construction activity would be limited to works at the Landfall Zone in the intertidal and cable laying in the subtidal.

152. The significant effects that have been identified in other assessments are mostly not related to the key drivers of the tourism economy in the Onshore Study Area.

153. Based on the relative importance of Beverley as a cluster of visitor attractions within the Onshore Study Area, there could be potential disruption of activity if the Onshore Converter Station(s) led to significant environmental impacts. **Volume 7, Chapter 23 Landscape and Visual Impact Assessment (application ref: 7.23)** identifies residual significant visual effects at the Onshore Substation Zone which could affect users of ProWs, the long distance walking routes, the NCN Route 1 and the golf course to the south. These assets are not considered to be the main drivers of the tourism economy in the Onshore Study Area, impacts are expected to be limited. Indeed, any impacts across these receptors are not expected to result in a significant decrease in visitor numbers and tourism activity.

154. The accommodation sector in the area is estimated to have between 12,000 and 28,000 unoccupied bedspaces throughout the year. **Volume 7, Chapter 28 Socio-economics (application ref: 7.28)** found that the peak employment supported by the Projects across the UK would be 2,390 jobs. Therefore, it is expected that the demands for workforce accommodation can be met using unoccupied bedspaces in existing visitor accommodation.

155. Further impacts on attractions within Beverley are unlikely. In addition, the type of tourism attractions within a town setting such as Beverley's are unlikely to be impacted significantly during construction by changes in the landscape.

156. No significant effects have been identified during the construction phase that could impact the performance of the tourism economy of the Onshore Study Area. This is a result of tourism and recreation activity not being reliant on any specific attraction or location and no attraction or tourist accommodation being impacted negatively by the construction of the Projects. This takes into account effects on tourism receptors in other assessments, including:

- **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** identifies potential significant effects. These are related to increased traffic flow and collision risk on some roads in the Study Area. There would be no road closures that would result in significant effects near drivers of the tourism economy in the Onshore Study Area;
- **Volume 7, Chapter 21 Land Use (application ref: 7.21)** identifies potential significant effects that are related to temporary loss of agricultural land. The effects on tourism and recreation assets such as recreational trails are assessed as being not significant;
- **Volume 7, Chapter 14 Shipping and Navigation (application ref: 7.14)** finds no significant adverse effects from a potential increase in the risk of vessel collision, which could affect the safety of marine tourism activities; and
- **Volume 7, Chapter 25 Noise and Vibration (application ref: 7.25)** finds minor adverse effects along the Onshore Export Cable Corridor, these were limited to a few residential properties and did not affect any tourism attractions in the Study Area.

157. Therefore, the magnitude of any impact on the tourism economy has been assessed as negligible.

29.6.1.1.2 Magnitude of Impact – DBS East and DBS West Together (Concurrently)

158. The worst case scenario considered with respect to impacts on the tourism economy during construction focuses on Sequential construction of the Projects. This resulted in a negligible magnitude of impact on the tourism economy of the Onshore Study Area. The construction period for the concurrent scenario would be shorter than sequential and therefore result in less disruption. The magnitude of impact if the Projects were built Concurrently would therefore also be negligible.

29.6.1.1.3 Magnitude of Impact – DBS East or DBS West In Isolation

159. The worst case scenario considered with respect to impacts on the tourism economy during construction focuses on Sequential construction of the Projects. This resulted in a negligible magnitude of impact on the tourism economy of the Onshore Study Area. The construction period for the In Isolation Scenario would be shorter than Sequential and therefore result in less disruption. The magnitude of impact if either DBS East or DBS West were built In Isolation would therefore also be negligible.

29.6.1.1.4 Sensitivity of receptor

160. The sensitivity of the tourism economy in the Onshore Study Area is assessed defined based on the factors outlined in **Table 29-6** and discussed in section 29.5.11. The sensitivity of the tourism economy in the Onshore Study Area has been assessed as Low. This is because of the variety of attractions it includes and its lack of reliance on any individual tourism or recreation asset.

29.6.1.1.5 Significance of effect

29.6.1.1.5.1 DBS East and West – All Scenarios

161. Based on the assessment of both magnitude and sensitivity, the effect of the construction of the Projects Sequentially on the tourism economy is assessed as **negligible** for the Onshore Study Area.

162. Based on the assessment of both magnitude and sensitivity, the effect of the construction of the Projects, in all scenarios, on the tourism economy is assessed as **negligible**.

Table 29-18 Significance of Effects on Tourism Economy – Construction

Receptor Name	Tourism Economy in Onshore Study Area
Magnitude of Impact	Negligible
Sensitivity of Receptor	Low
Significance of Effect	**Negligible**

29.6.1.1.5.2 Mitigation and Residual Significance of Effect – All Scenarios

163. Based on the assessment of effect significance above, no additional mitigation measures are required. The residual significance of effect was assessed as **negligible**.

29.6.1.2 Impact 2: Tourism Assets

164. Section 29.6.1.1 shows that the effect on the tourism economy of the Onshore Study Area is expected to be negligible. Therefore, any effects on individual assets within the Onshore Study Area will be the result of any residual significant, major or moderate environmental effects experienced by the receptor as a result of the Projects.

165. For all scenarios, if the maximum environmental impact identified at a tourism receptor is minor, in line with the definitions in **Table 29-9**, then the effect experienced at this receptor will not be significant. Tourism receptors which only experience minor or negligible environmental impacts have therefore been excluded from the analysis, with the exception of noise impacts. **Volume 7, Chapter 25 Noise and Vibration (application ref: 7.25)** primarily focuses on impacts on health, wellbeing and quality of life. Therefore, only permanent residential receptors were included, as people using affected camping and caravan facilities will only be exposed to noise for short periods of time (i.e. when using the facility) and therefore it is considered unlikely that significant effects could occur. However, noting the potential of noise impacts on the enjoyment of those using camping and caravan sites, further assessment has been undertaken using predicted noise levels and qualitative noise data on camping and caravan receptor locations. This focuses on the 300m wide study area for construction noise considered in **Volume 7, Chapter 25 Noise and Vibration (application ref: 7.25)** for the Landfall Zone and Onshore Substation Zone. This has therefore been assessed in more detail for Strawberry Fields Holiday Park and Butt Farm Caravan, Camping and Glamping as two tourism assets which provide camping facilities within the study area for tourism and recreation.

166. **Table 29-19** highlights which tourism receptors are expected to experience significant environmental effects that have been identified in other chapters for all scenarios. The assessment of significance of effect for tourism assets during the construction phase shall consider those receptors that experience significant environmental effects during this phase.

Table 29-19 Significant Effects identified at Tourism Receptors – Construction

Receptor Name	Land Use	Landscape and Visual Impact	Traffic and Transport	Noise and Vibration	Air Quality	Socio-economics
Far Grange Holiday Park	No	No	No	No	No	No
Castle View Campsite, Skipsea	No	No	No	No	No	No
Mill Farm Country Park, Skipsea	No	No	No	No	No	No
Mill Farm Shepherds Hut, Skipsea	No	No	No	No	No	No

Receptor Name	Land Use	Landscape and Visual Impact	Traffic and Transport	Noise and Vibration	Air Quality	Socio-economics
Strawberry Fields Holiday Park	No	No	No	No[2]	No	No
Parkdean Resorts Skipsea Sands Holiday Park	No	No	No	No	No	No
Lazaat	No	No	No	No	No	No
East Yorkshire Holidays – Tracy's Caravan Care	No	No	No	No	No	No
Mr Moo's Touring Site	No	No	No	No	No	No

[2] Further discussed in relation to perceived noise levels at this location in Impact 2 Tourism Assets During Construction.

Receptor Name	Land Use	Landscape and Visual Impact	Traffic and Transport	Noise and Vibration	Air Quality	Socio-economics
Prospect Cottage	No	No	No	No	No	No
Tickton Grange Hotel	No	No	No	No	No	No
Tickton Hall Cottages	No	No	No	No	No	No
Broadgate Farm Cottages	No	No	No	No	No	No
Westwood Shepherd Huts Hull	No	No	No	No	No	No
Butt Farm Caravan,	No	Yes	No	No[3]	No	No

[3] Further discussed in relation to perceived noise levels at this location in Impact 2 Tourism Assets During Construction.

Receptor Name	Land Use	Landscape and Visual Impact	Traffic and Transport	Noise and Vibration	Air Quality	Socio-economics
Campsite and Glamping						
The Poplars, Long Riston	No	No	No	No	No	No
Skipsea Beach	No	No	No	No	No	No
Beverley Westwood	No	No	No	No	No	No
Beverley Racecourse	No	No	No	No	No	No
Beverley and East Riding Golf Club	No	No	No	No	No	No
Cottingham Parks and Leisure Club	No	No	No	No	No	No

29.6.1.2.1 Magnitude of Impact

29.6.1.2.1.1 Magnitude of Impact – DBS East and DBS West Together (Sequentially)

167. The only environmental effect that has a significant impact on the tourism assets is Landscape and Visual Impact. This chapter considers the construction of the Projects Sequentially to be the worst-case scenario and this has formed the basis of the assessment.

168. This section considers how onshore activity for the Projects may impact on the tourism receptors identified in section 29.5.7. These have been listed in **Table 29-20**.

169. As is shown in **Table 29-19**, most of the tourism receptors are not expected to experience significant environmental effects during the construction phase. Those receptors that are expected to experience significant effects are:

- Butt Farm Caravan, Campsite and Glamping, which is predicted to experience significant Landscape and Visual effects during the construction. These will occur throughout the construction period.

170. No other camping and caravan sites have been considered because either no effects were identified at those locations or they were beyond the study areas of the other environmental assessments and therefore no impacts have been assessed. The assessment of the magnitude of impact is determined by the residual effects identified in the other chapters, after mitigation has been considered in these assessments.

171. For the Landscape and Visual Impact Assessment (LVIA) mitigation has been embedded into the design of the Projects through an **Outline Landscape Management Plan (Volume 8, application ref: 8.11)**. On completion of the Onshore Converter Stations, any construction disturbance would be restored to pre-existing conditions in accordance with the **OCoCP (Volume 8, application ref: 8.9)** and **Outline Landscape Management Plan (Volume 8, application ref: 8.11)**. The reinstatement of the landscape (e.g., temporary construction compounds etc.) via a landscape scheme would help reduce the magnitude of impact from medium to low as reinstated landscape features mature over time. It is expected that in the first year, the additional planting will have no mitigating effects as there will not be enough growth to screen any views. By year 10, it is expected that the planting will provide the maximum cover.

172. During the construction phase, the planting will not provide any additional cover and not reduce the magnitude of effect for visitors to Butt Farm Caravan, Campsite and Glamping. Therefore, the magnitude of the effect is medium**.**

173. While **Volume 7, Chapter 25, Noise (application ref: 7.25)** does not conclude any significant environmental effects on the tourism assets of either Strawberry Fields Holiday Park or Butt Farm Caravan, Campsite and Glamping sites, the noise assessment considers the assessment of these as residential properties rather than tourism assets.

174. Therefore, further noise assessment has been undertaken to support this tourism and recreation assessment and is summarised below. This has identified that the construction works will be audible at both the Butt Farm Caravan, Campsite and Glamping site and Strawberry Fields Holiday Park.

175. The level of noise would vary depending on the particular activities that occur each day. The assessment is based on the loudest monthly period during construction and the closest part of each receptor to the noise source. This assessment found that:

- **Butt Farm Caravan, Campsite and Glamping**, during the construction period the loudest months of activity would result in a noise level of around 64 dB due to construction works at the Onshore Substation Zone. This is equivalent to the noise level in a general conversation, or background noise in an office (Department for Education and Skills, 2003). This level of noise would be considered negligible for residential receptors as reported in **Volume 7, Chapter 25, Noise (application ref: 7.25)** due to the noise attenuation provided by the physical property, however for the purposes of the tourism assessment it has been considered to be low magnitude of impact during the day time, based on the assumption that visitors are likely to be out exploring the wider tourism offerings in Beverley and the surrounding regions during the day and the general level of day time noise at the site would reduce the perceived impact of the construction noise. During the night time, the magnitude of change in perceived noise would be greater as the background sound levels will be lower, and therefore the relative impact of the construction noise will be greater. Therefore, the magnitude of the change at night time has been assessed as medium, as this change will be temporary. It should be noted, 24 hour working e.g. for the installation of the trenchless crossing under Bentley Moor Wood (ancient woodland), will not be continuous and the majority of the construction works would take

place during the day between 7am and 7pm, as detailed further in section 29.6.1.2.2.

- **Strawberry Fields Holiday Park**, during the construction period the loudest months of activity would result in a noise level of around 58 dB due to works associated with the Landfall Zone. This is equivalent to the noise level in a general conversation, or background noise in an office. This level of noise would be considered negligible for residential receptors as reported in **Volume 7, Chapter 25, Noise (application ref: 7.25)**, however for the purposes of the tourism assessment it has been considered to be low magnitude of impact during the day time, based on the assumption that visitors to the Strawberry Fields Holiday Park are likely to be out exploring the wider tourism offerings in surrounding regions during the day and the general level of day time noise at the site would reduce the perceived impact of the construction noise.. During the night time, the magnitude of change would be greater as the background sound levels will be lower, and therefore the relative impact of the construction noise will be greater. Therefore, the magnitude of the change at night time has been assessed as medium, as this change will be temporary.

Table 29-20 Magnitude of Impact Tourism Receptors

Receptor Name	Magnitude
Butt Farm Caravan, Campsite and Glamping	Medium – Landscape and Visual, Medium – Noise (at night) Low – Noise (during the day)
Strawberry Fields Holiday Park	Medium – Noise (at night) Low – Noise (during the day)

29.6.1.2.1.2 Magnitude of Impact – DBS East and DBS West Together (Concurrently)

176. The only environmental effects that have an impact on the tourism assets are noise and landscape and visual impact. This chapter considers the construction of the Projects Sequentially to be the worst-case scenario and has formed the basis of the assessment. The construction of the Projects Concurrently was assumed to have a smaller magnitude of impact in both of these assessments because the duration of the activity was shorter.

177. However, the change in duration of construction activity, from 6 years (sequentially) to 4 years (concurrently) will not change the determination of the magnitude of impacts outlined, as the assessment of the Projects for both scenarios would be temporary.

178. The magnitude of impact for a concurrent scenario for noise at tourism assets would be as reported for a sequential scenario, low (day time) to medium (night time). The magnitude of impact for a concurrent scenario for landscape and visual would be as reported for a sequential scenario, medium as shown in **Table 29-20**.

29.6.1.2.1.3 Magnitude of Impact – DBS East or DBS West In Isolation

179. The only environmental effects that have an impact on the tourism assets are Noise and Landscape and Visual Impact. This chapter considers the construction of the Projects Sequentially to be the worst-case scenario and has formed the basis of the assessment. The construction of DBS East or DBS West In Isolation was assumed to have a smaller magnitude of impact in both of these assessments because the duration of the activity was shorter and less work would take place.

180. However, the change in duration of construction activity, from 6 years (sequentially) to 4 years (in isolation) will not change the determination of the magnitude of impacts outlined, as the assessment of the Projects for both scenarios would be temporary.

181. The magnitude of impact for an In Isolation scenario for noise at tourism assets would be as reported for a sequential scenario, low (day time) to medium (night time). The magnitude of impact for an In Isolation scenario for landscape and visual would be as reported for a sequential scenario, medium as shown in **Table 29-20**.

29.6.1.2.2 Sensitivity of receptor

182. The sensitivity of tourism assets in the Study Area is considered in **Table 29-21.** Tourism assets will have different levels of sensitivity for different environmental effects. For example, the visitors to a museum may be less sensitive to visual impacts than visitors to a prehistoric monument because the landscape is less important to people who are going to view exhibits inside. Therefore, the assessment of sensitivity for each asset that experiences a significant environmental effect is specific to that effect.

183. Butt Farm Caravans, Campsite and Glamping is located adjacent to the Onshore Substation Zone. The facilities are advertised as having "*open views of the East Yorkshire countryside*" (Butt Farm, 2023). The receptor also highlights the working farm environment, proximity to the town of Beverley and family friendly atmosphere. It also provides tours of the nearby World War 2 Anti-Aircraft Battery located within the farm. To support the family friendly atmosphere, visitors are asked to keep noise to a minimum after 10:30 pm. Therefore, the landscape environment is a factor which attracts visitors to the site. However, the facility is not dependent on the landscape environment to attract or accommodate visitors. Therefore, in line with the definitions outlined in **Table 29-8**, the sensitivity of Butt Farm Caravans, Campsite and Glamping to landscape and visual effects has been assessed as medium.

184. The sensitivity of both Butt Farm Caravans, Campsite and Glamping and Strawberry Fields Holiday Park to noise impacts varies depending on the time of day that the noise impacts occur.

- During the day, the caravan and camping sites have been assessed as having a medium sensitivity to the noise impacts during the construction phase. This is because during the day time visitors are likely to be out exploring the wider tourism offering in Beverley and surrounding region and the site operators can encourage visitors to explore attractions off the site.
- Caravan and camping locations are more sensitive to noise at night time. This is highlighted in The Camping and Caravanning Club UK Club Site Policies (Camping and Caravanning Club, 2025) which requests noise and traffic movements are reduced between the hours of 11pm and 7am. The sites are unable to adapt or adjust in response to night time noises and the ability to sleep undisturbed will be crucial for attracting and retaining visitors. Therefore, at night time, the caravan and camping sites have been assessed as having a high sensitivity to the noise impacts.

185. The Projects **Outline Construction Traffic** Management **Plan (oCTMP) (Volume 8, document reference 8.13)** limits the working hours and hours during which construction related traffic can take place for the construction of the Projects. In accordance with Requirement 20 of the **Draft DCO** (application ref: 3.1) this is between the hours of 0700 hours and 1900 hours Monday to Saturday with no activity on Sundays or Public Holidays unless agreed with the Local Authority, under the following circumstances:

- Where continuous periods of operation are required, such as concrete pouring and trenchless crossing installation;

- For internal fitting out works associated with the Onshore Converter Station(s);
- For the delivery of abnormal loads to the construction works, which may otherwise cause congestion on the local road network;
- The testing or commissioning of any electrical plant installed as part of the Onshore Converter Station(s);
- Security monitoring;
- Activity necessary in the instance of an emergency where there is a risk to persons, the environment, delivery of electricity or property; and
- As otherwise agreed in writing with the relevant authorities.

186. Therefore, while the majority of the construction activity and noise impacts will occur during the daytime, there is the potential for periods in which there is construction activity and noise impacts at night time. The sensitivity of both receptors has been assessed as High, based on the periods of time in which there is night time construction activity.

Table 29-21 Sensitivity of Tourism Assets

Receptor Name	Chapter	Sensitivity
Butt Farm Caravans, Campsite and Glamping	Landscape and Visual	Medium
Butt Farm Caravans, Campsite and Glamping	Noise (at night) Noise (during the day)	High Medium
Strawberry Fields Holiday Park	Noise (at night) Noise (during the day)	High Medium

29.6.1.2.3 Significance of effect

29.6.1.2.3.1 Significance of effect – DBS East and DBS West Together (Sequentially)

187. Based on the assessment of both magnitude and sensitivity at each receptor, the effect of the construction of the Projects Sequentially on the tourism assets is assessed as:

- **Major adverse** (significant in EIA terms) for temporary night time noise levels at Butt Farm Caravans, Campsite and Glamping and Strawberry Fields Holiday Park;

- **Minor adverse** (not significant in EIA terms) for daytime noise levels at Butt Farm Caravans, Campsite and Glamping and Strawberry Fields Holiday Park; and
- **Moderate adverse** (significant in EIA terms) for landscape and visual impacts at Butt Farm Caravans, Campsite and Glamping.

Table 29-22 Significance of Effects on Tourism Receptors – Sequentially

Receptor Name	Butt Farm Caravans, Campsite and Glamping	Strawberry Fields Holiday Park
Magnitude of Impact	Medium (at night for noise) Low (during the day for noise) Medium (landscape and visual)	Medium (at night for noise) Low (during the day for noise)
Sensitivity of Receptor	High (at night for noise) Medium (during the day for noise) Medium (landscape and visual)	High (at night for noise) Medium (during the day for noise)
Significance of Effect	**Major adverse** (at night for noise) **Minor adverse** (during the day for noise) **Moderate adverse** for landscape and visual	**Major adverse** (at night for noise) **Minor adverse** (during the day for noise)

29.6.1.2.3.2 Significance of effect – DBS East and DBS West Together (Concurrently)

188. The magnitude of effect on tourism receptors in the scenario in which the Projects are constructed Concurrently are the same as for the scenario in which they are constructed Sequentially. Therefore, the significance of effect for both scenarios is the same and is outlined in **Table 29-22**. The significance of the effect of the construction of the Projects Concurrently on the tourism assets is assessed as:

- **Major adverse** (significant in EIA terms) for temporary night time noise levels at Butt Farm Caravans, Campsite and Glamping and Strawberry Fields Holiday Park;

- **Minor adverse** (not significant in EIA terms) for daytime noise levels at Butt Farm Caravans, Campsite and Glamping and Strawberry Fields Holiday Park; and
- **Moderate adverse** (significant in EIA terms) for landscape and visual impacts at Butt Farm Caravans, Campsite and Glamping.

29.6.1.2.3.3 Significance of effect – DBS East or DBS West In Isolation

189. The magnitude of effect on tourism receptors in the scenario in which either DBS East or DBS West are constructed In Isolation are the same as for the scenario in which they are constructed Concurrently. Therefore, the significance of effect for both scenarios is the same and is outlined in **Table 29-22**. The significance of the effect of the construction of DBS East or DBS West In Isolation on the tourism assets is assessed as **major adverse** (significant in EIA terms) for Butt Farm Caravans, Campsite and Glamping and Strawberry Fields Holiday Park for temporary night time noise levels and **Minor adverse** (not significant in EIA terms) for Butt Farm Caravans, Campsite and Glamping and Strawberry Fields Holiday Park for daytime noise levels. There would also be **moderate adverse** (significant in EIA terms) effects for landscape and visual impacts at Butt Farm Caravans, Campsite and Glamping.

29.6.1.2.4 Mitigation and residual significance of effect

29.6.1.2.4.1 Mitigation and residual significance of effect – All Scenarios

190. Potential moderate adverse significant effects have been identified at Butt Farm Caravans, Campsite and Glamping for landscape and visual impacts during construction.

191. Construction activity, including the presence of cranes, earthworks, vehicle movements, and fencing would be visible from the campsite behind the intervening hedgerows and trees in the middle distance resulting in a moderate adverse effect. The existing vegetation, along with the undulating landform would likely screen some of the lower level construction activity, particularly in the west of the Onshore Substation Zone. However, direct views of ground level construction activity would be visible in the north-eastern extents of the Onshore Substation Zone. The works for the Onshore Converter Stations are expected to last for four to six years in a sequential construction scenario of both converter stations in the Onshore Substation Zone. However, different elements would be carried out at different times within this, as such, the effects experienced would change with construction phasing.

192. The **Outline Landscape Management Plan** (Volume 8, application ref: 8.11) sets out landscape mitigation proposals, in the form of woodland and hedge planting to screen or filter views and integrate the proposal into the landscape. An area of planting is proposed to the north of the Substation Zone directly the south of the Butt Farm Caravan and Camping site, which incorporates the existing trees and hedges, as shown on **Figure 23-6** in Environmental Statement Chapter 23 Landscape and Visual Impact Assessment **Figure 23-1 to Figure 23-17 (Volume 7, application ref: 7.23.1).** The planting will be established as early as possible in the construction phase, once consent has been granted. **The Outline Landscape Management Plan** (Volume 8, application ref: 8.11) forms the basis of a Landscape Management Plan, which would be developed post-consent.

193. On completion of the Onshore Converter Stations, any construction disturbance would be restored to pre-existing conditions in accordance with the **OCoCP** (Volume 8, application reference: 8.9). On completion of all construction works, construction effects on the landscape would be superseded by the operational effects, which are assessed as Impact 3: Potential Effects on Visual Amenity During Operation, section 23.6.2.3 of **Volume 7, Chapter 23 Landscape and Visual Impact Assessment (application ref: 7.23).**

194. Potential temporary adverse significant effects have been identified at both Butt Farm Caravans, Campsite and Glamping and Strawberry Fields Holiday Park due to potential construction works at night time.

195. Night time working will be for short durations of the construction programme at the Onshore Substation Zone or Landfall Zone with all works outside normal working hours being subject to agreement with ERYC. For example it is expected that trenchless crossing works e.g. HDD drill may take a few weeks to complete. However, it is not possible to define those durations until the Contractor is onboard and the detailed construction programme is developed. When the Contractor is appointed consideration will be given to minimise adverse effects of noisy activities where practical when creating the construction programme.

196. Both impacted caravan and camping sites will be informed of the construction programme as far in advance as possible so that they can plan for works and periods when the campsite may have to close during the night time works. A communication and grievance mechanism will also be introduced for local receptors to direct questions or report nuisance and other issues, including details for a site representative during construction hours.

Compensation for any loss of business would be payable on a proven loss basis.

197. These measures are not expected to change the significance of the effect, which remains as Major Adverse during these periods of night time works.

198. On completion of all construction works, construction effects would be superseded by the operational effects, which are assessed in section 29.6.2.

29.6.1.3 Impact 3: Recreational Assets

199. The development of the Projects has the potential to impact on recreational assets if it were to have an impact on the ability of people to use or enjoy these assets. This section therefore considers what are the key drivers of use of the recreational assets in the area, and how these could be impacted by the Projects.

29.6.1.3.1 Magnitude of Impact – DBS East and DBS West Together (Sequentially)

200. The analysis of impacts on onshore recreational assets is based on a worst case scenario where the construction of the Projects happens Sequentially, in line with the approach in **Volume 7, Chapter 21 Land Use (application ref: 7.21)** and **Volume 7, Chapter 23 Landscape and Visual Impact Assessment (application ref: 7.23)**.

201. The onshore recreational assets which are considered in this assessment include:

- The National Cycle Network;
- Minster Way Footpath/ The East Riding Heritage Way;
- The Beverley 20 Footpath / The East Riding Heritage Way
- The Wilberforce Way; and
- Skipsea Beach.

Table 29-23 Significant Residual Environmental Effects Identified at Recreation Receptors

Receptor Name	Land Use	Landscape and Visual Impact	Traffic and Transport	Noise and Vibration	Air Quality	Socio-economics
National Cycle Network	No	No	No	No	No	No
Minster Way Footpath / East Riding Heritage Way	No	No	No	No	No	No
Beverley 20 Footpath/ East Riding Heritage Way	No	Yes	No	No	No	No
The Wilberforce Way	No	No	No	No	No	No
Skipsea Beach	No	Yes	No	No	No	No

29.6.1.3.1.1 Magnitude of Impact – DBS East and DBS West Together (Sequentially)

202. The Landscape and Visual Impact assessment identified the Projects being built Sequentially as the worst case scenario. The assessment identified significant residual effects on parts of the East Riding Heritage Way (including the Beverley 20 Footpath), specifically where the Onshore Converter Stations will be visible. It also identified the landfall, adjacent to Skipsea Beach, as having significant residual effects.

203. The landscape and visual impacts associated with the Projects would only be applicable for a short period of these routes and on a short section of the beach. The routes also pass other industrial structures such as warehouses, major roads and factories. While the landscape and visual impacts may reduce the amenity of some walkers and cyclists, it is not expected that this will reduce the number of users of this route by 10%. Similarly, it is not expected to result in a 10% reduction in beach users. As a result, the magnitude of impact has been assessed as low for the East Riding Heritage Way/ the Minster Way Footpath and the users of Skipsea Beach, in line with the definitions provided in **Table 29-10**.

Table 29-24 Magnitude of Impact Recreation Receptors – the Projects Sequentially

Receptor Name	Magnitude
Beverley 20 Footpath/ East Riding Heritage Way	Low
Skipsea Beach	Low

29.6.1.3.1.2 Magnitude of Impact – DBS East and DBS West Together (Concurrently)

204. The only environmental effect that has an impact on the tourism assets is Landscape and Visual Impact. This chapter considers the construction of the Projects Sequentially to be the worst-case scenario and has formed the basis of the assessment. The construction of the Projects Concurrently was assumed to have a smaller magnitude of impact in this assessment because the duration of the activity was shorter.

205. The change in duration of construction activity, from 6 years (sequentially) to 4 years (concurrently) will not change the determination of the magnitude of impacts outlined, as the assessment of the Projects for both scenarios would be temporary.

206. Therefore, the magnitude of impact for the Projects Concurrently would be as shown in **Table 29-24**.

29.6.1.3.1.3 Magnitude of Impact – DBS East or DBS West In Isolation

207. The only environmental effect that has an impact on the tourism assets is Landscape and Visual Impact. This chapter considers the construction of the Projects Sequentially to be the worst-case scenario and has formed the basis of the assessment. The construction of the Projects In Isolation was assumed to have a smaller magnitude of impact in this assessment because the duration of the activity was shorter.

208. The change in duration of construction activity, from 6 years (sequentially) to 4 years in isolation) will not change the determination of the magnitude of impacts outlined, as the assessment of the Projects for both scenarios would be temporary.

209. Therefore, the magnitude of impact for either of the Projects In Isolation would be as shown in **Table 29-24**.

29.6.1.3.1.4 Sensitivity of receptor

210. The visitors to long distance walking routes such as the East Riding Heritage Way, Minster Way, Beverley 20 Footpath or Wilberforce Way are likely to be more sensitive to landscape and visual effect because enjoying countryside views is one of the motivations for going on countryside walks. However, it is not the sole motivation and the landscape and visual effects will only be significant for a short period of the route. Therefore, the sensitivity of the Beverley 20 Footpath/East Riding Heritage Way to the landscape and visual impact effects has been assessed as medium.

211. The users of the area of Skipsea Beach near the landfall are likely to be walkers, who are travelling between two access points on the beach. The primary driver of this activity is likely to be exercise and the primary view will be out to sea. The sensitivity of these walkers to the landscape and visual impacts has therefore been assessed as low.

Table 29-25 Sensitivity of Recreational Assets

Receptor Name	Chapter	Sensitivity
Beverley 20 Footpath/ East Riding Heritage Way	Landscape and Visual	Medium
Skipsea Beach	Landscape and Visual	Low

29.6.1.3.2 Significance of effect

29.6.1.3.2.1 Significance of effect – DBS East and DBS West Together (Sequentially)

212. Based on the assessment of both magnitude and sensitivity, the effect of the construction of the Projects Sequentially on the recreation assets is assessed as:

- **Minor adverse (not significant) for the Beverley 20 Footpath/ East Riding Heritage Way; and**
- **Minor adverse (not significant) for the Skipsea Beach.**

Table 29-26 Significance of Effects on Tourism Receptors – Sequentially

Receptor Name	Beverley 20 Footpath/ East Riding Heritage Way	Skipsea Beach
Magnitude of Impact	Low	Low
Sensitivity of Receptor	Medium	Low
Significance of Effect	**Minor**	**Minor**

29.6.1.3.2.2 Significance of effect – DBS East and DBS West Together (Concurrently)

213. The magnitude of effect on recreation receptors in the scenario in which the Projects are constructed Concurrently are the same as for the scenario in which they are constructed Sequentially. Therefore, the significance of effect for both scenarios is the same and is outlined in **Table 29-26**. The significance of the effect of the construction of the Projects Concurrently on the recreation assets is assessed as:

- **Minor adverse** (not significant in EIA terms) for the Beverley 20 Footpath/ East Riding Heritage Way; and
- **Minor adverse** (not significant in EIA terms) for the Skipsea Beach.

29.6.1.3.2.3 Significance of effect – DBS East or DBS West In Isolation

214. The magnitude of effect on recreation receptors in the scenario in which either DBS East or DBS West are constructed In Isolation are the same as for the scenario in which they are constructed Concurrently. Therefore, the significance of effect for both scenarios is the same and is outlined in **Table 29-26**. The significance of the effect of the construction of either DBS East or DBS West In Isolation on the recreation assets is assessed as:

- **Minor adverse** (not significant in EIA terms) for the Beverley 20 Footpath/ East Riding Heritage Way; and
- **Minor adverse** (not significant in EIA terms) for the Skipsea beach.

29.6.1.3.2.4 Mitigation and residual significance of effect – All Scenarios

215. Based on the assessment of effect significance above, no additional mitigation measures are required. However, the mitigation measures proposed in **Volume 7, Chapter 21 Land Use (application ref: 7.21)** to reduce the residual effect on users of recreational routes would also reduce the magnitude of the impact on recreation. These mitigation measures include those described in **Appendix C** of the **OCoCP, Outline Public Rights of Way Management Plan (application ref: 8.9)**.

216. These mitigation measures are not expected to change the magnitude of the effect as users would still likely experience a minor change in behaviour. Therefore, the residual effect is also assessed as being **minor** adverse.

29.6.1.4 Impact 4: Marine Recreation

217. The marine recreation activities which are considered in this assessment include the following activities within the Offshore Study Area:

- Boating;
- Angling; and
- Scuba Diving.

218. As with onshore recreation activities, there will only be impacts to marine recreation assets if they experience environmental effects as a result of the construction of the Projects. To account for any impacts on marine recreation, the analysis considered the findings from:

- **Volume 7, Chapter 8 Marine Physical Environment (application ref: 7.8);**
- **Volume 7, Chapter 14 Shipping and Navigation (application ref: 7.14);**
- **Volume 7, Chapter 16 Other Marine Users (application ref: 7.16); and**

- **Volume 7, Chapter 17 Offshore Archaeology (application ref: 7.17).**

219. The analysis of impacts on marine recreational assets is based on multiple worst case scenarios identified in the above chapters. Where there is a deviation of impacts between scenarios, these are highlighted in the assessment.

220. The significant environmental effects that have been identified in other chapters are provided for each of the marine recreation activities in **Table 29-27**.

Table 29-27 Significant Environmental Effects identified at Tourism Receptors - Construction

Receptor Name	Shipping and Navigation	Offshore Archaeology	Other Marine Users	Marine Physical Environment
Boating	No	No	No	No
Angling	No	No	No	No
Scuba Diving	No	No	No	No

29.6.1.4.1 Magnitude of Impact – All Scenarios

221. **Table 29-27** highlights that there are no environmental effects that are likely to have a significant effect on marine recreation or the assets that are used for these activities. Therefore, the magnitude of any impact will be negligible.

29.6.1.4.2 Sensitivity of Receptor – All Scenarios

222. The sensitivity of recreational receptors is dependent on the environmental effect that the receptor experiences. The marine recreation receptors will experience no significant environmental effects. Therefore, the sensitivity of each receptor has been assessed as negligible.

29.6.1.4.3 Significance of Effect – All Scenarios

223. There are no expected impacts on marine recreation, as existing activities would be able to take place in a safe environment during the construction of the Projects. Therefore, the significance of the effect on all marine receptors has been assessed as **negligible**.

Table 29-28 Significance of Effects on Tourism Receptors – Construction

Receptor Name	Boating	Angling	Scuba Diving
Magnitude of Impact	Negligible	Negligible	Negligible
Sensitivity of Receptor	Negligible	Negligible	Negligible
Significance of Effect	**Negligible**	**Negligible**	**Negligible**

29.6.1.5 Mitigation and Residual Significance of Effect – All Scenarios

224. Since the assessment finds no significant effects on marine recreation receptors during the construction of the Projects, no requirement for additional mitigation has been identified.

225. Therefore, the residual effects on boating, angling and scuba diving have been assessed as **negligible**.

29.6.2 Potential Effects During Operation

29.6.2.1 Impact 5: Tourism Economy

226. As with the construction period, for the operation of the Projects to have an impact on the tourism economy during the operational period, visitors would need to be aware of the Projects or their effects and change their behaviour as a result. This would either apply to visitors in general, or those to specific assets that are key drivers of the tourism economy in the area.

29.6.2.1.1 Magnitude of Impact

29.6.2.1.1.1 Magnitude of Impact- DBS East and DBS West Together

227. Following the end of construction activity and full commissioning, the only above ground onshore infrastructure during the operations of the Projects will be the Transition Joint Bay (TJB) manhole providing access to the TJB's at the landfall, the manholes to allow access to the Jointing Bays along and the Onshore Export Cable, and the Onshore Converter Stations. The land hosting the Onshore Export Cable Corridor will be fully reinstated and brought back to its previous use (mostly, agricultural) following construction.

228. Unplanned maintenance of the Onshore Export Cable Corridor could require repair of any onshore cable faults. This is a rare occurrence (once or twice over its operational lifetime). Any other maintenance work, such as inspections required every two to five years will not require any disruptive activity.

229. The significant effects that have been identified in other assessments are not related to the key drivers of the tourism economy in the Onshore Study Area. In particular, **Volume 7, Chapter 23 Landscape and Visual Impact Assessment (application ref: 7.23)** identifies significant effects, however, these are related to the area around the Substation Zone, which would not result in changes to any of the main drivers of the tourism economy in the Onshore Study Area.

230. No impacts have been identified during the operation phase that could impact the performance of the tourism economy. Therefore, the magnitude of any impact on the tourism economy has been assessed as **negligible**.

29.6.2.1.1.2 Sensitivity of Receptor

231. The sensitivity of the tourism economy in the Onshore Study Area is assessed as low, in line with the approach outlined in section 29.4.3. This is because of the variety of attractions it includes and its lack of reliance on any individual tourism or recreation asset.

29.6.2.1.1.3 Significance of Effect – DBS East and West In Isolation

232. The magnitude of impact on the tourism economy from operational activity associated with DBS East or West In Isolation is expected to be no greater than that from Concurrent or Sequential construction. On this basis, the effect on the tourism economy from the operation of DBS East or West In Isolation was assessed as **negligible**.

29.6.2.1.1.4 Significance of Effect – DBS East and West Together

233. Based on the assessment of both magnitude and sensitivity, the effect of the operation of the Projects on the tourism economy is assessed as **negligible** for the Local Area.

29.6.2.1.1.5 Mitigation And Residual Significance of Effect – All Scenarios

234. Based on the assessment of effect significance above, no additional mitigation measures have been identified.

29.6.2.2 Impact 6: Tourism Assets

235. Section 29.6.2.1 shows that the effect on the tourism economy of the Onshore Study Area is expected to be negligible during the operations phase. Therefore, any effects on individual assets within the Onshore Study Area will be the result of significant, major or moderate environmental effects experienced by the receptor as a result of the Projects.

236. If the maximum environmental effect identified at a tourism receptor is minor, in line with the definitions in **Table 29-9**, then the effect experienced at this receptor will not be significant. Tourism receptors which only experience negligible or minor environmental impacts have therefore been excluded from the analysis, with the exception of noise impacts which have been considered in more detail as the noise assessment as detailed in **Volume 7, Chapter 25 Noise (application ref: 7.25)** is based on residential receptors, rather than those staying in caravans or tents. To appropriately assess the impact on those using tourism assets in the form of campsites additional noise analysis has been undertaken to quantify outside noise levels and the perceived change in noise levels for campers. The analysis considers those within the noise study areas of 300m around the Onshore Converter Stations and Landfall Zone.

237. **Table 29-29** highlights which tourism receptors are expected to experience significant environmental effects that have been identified in other chapters for all scenarios. These are residual effects, and will therefore have taken mitigation, such as the **Outline Landscape Management Plan (Volume 8, application ref: 8.11)** and embedded mitigation considered in **Volume 7, Chapter 25 Noise (application ref: 7.25)** into account. The assessment of significance of effect for tourism assets during the construction phase shall consider those receptors that experience significant environmental effects of moderate or major significance during this phase.

Table 29-29 Significant Effects identified at Tourism Receptors – Operation

Receptor Name	Land Use	Landscape and Visual Impact	Traffic and Transport	Noise and Vibration	Air Quality	Socio-economics
Far Grange Holiday Park	No	No	No	No	No	No
Castle View Campsite, Skipsea	No	No	No	No	No	No
Mill Farm Country Park, Skipsea	No	No	No	No	No	No
Mill Farm Shepherds Hut, Skipsea	No	No	No	No	No	No
Strawberry Fields Holiday Park	No	No	No	No	No	No
Parkdean Resorts Skipsea Sands Holiday Park	No	No	No	No	No	No
Lazaat	No	No	No	No	No	No

Receptor Name	Land Use	Landscape and Visual Impact	Traffic and Transport	Noise and Vibration	Air Quality	Socio-economics
East Yorkshire Holidays – Tracy's Caravan Care	No	No	No	No	No	No
Mr Moo's Touring Site	No	No	No	No	No	No
Prospect Cottage	No	No	No	No	No	No
Tickton Grange Hotel	No	No	No	No	No	No
Tickton Hall Cottages	No	No	No	No	No	No
Broadgate Farm Cottages	No	No	No	No	No	No
Westwood Shepherd Huts Hull	No	No	No	No	No	No
Butt Farm Caravan	No	Yes	No[4]	No	No	No

[4] Further discussed in Impact 6 Tourism Assets to quantify the perceived change in noise to campers at Butt Farm.

Receptor Name	Land Use	Landscape and Visual Impact	Traffic and Transport	Noise and Vibration	Air Quality	Socio-economics
The Poplars, Long Riston	No	No	No	No	No	No
Skipsea Beach	No	No	No	No	No	No
Beverley Westwood	No	No	No	No	No	No
Beverley Racecourse	No	No	No	No	No	No
Beverley and East Riding Golf Club	No	No	No	No	No	No

29.6.2.2.1 Magnitude of Impact – All Scenarios

238. This section considers how onshore activity for the Projects may impact on the tourism receptors identified in section 29.5.7. These have been listed in **Table 29-29**.

239. As is shown in **Table 29-29**, most of the tourism receptors are not expected to experience significant environmental effects during the operations phase. Those receptors that are expected to experience significant effects are:

- Butt Farm Caravans, Campsite and Glamping, which is predicted to experience major adverse significant Landscape and Visual effect during operation.

240. The assessment of the magnitude of impact is determined by the residual effects identified in the other chapters, after mitigation has been considered in these assessments. Mitigation has been embedded into the design of the Projects through an **Outline Landscape Management Plan (Volume 8, application ref: 8.11) and in Volume 7, Chapter 25 Noise (application ref: 7.25)**. Once matured, the landscaping would help to further integrate the Onshore Converter Stations into the existing landscape of arable fields and boundary trees / hedgerows.

241. The photomontage in **Volume 7, Figure 29-3 a, b & c (application ref: 7.23.1)** illustrates views of the Onshore Converter Stations with mitigation planting at year 10. By year 10, the mitigation planting to the north of the Onshore Converter Stations is expected to be effective in fully screening and filtering views of the Onshore Converter Stations, with vegetation expected to be around 8-10 m in height (modelled in the photomontage). The vegetation would largely screen the Onshore Converter Stations,. The amount of screening provided by the planting would continue to increase as the trees mature with age.

242. Prior to the screening it is judged that the magnitude of the change will be medium. This will reduce as the screening increases. It is judged that the magnitude at Year 10 would have reduced to low.

243. The Noise assessment (**Volume 7, Chapter 25 Noise (application ref: 7.25)** has not identified any significant noise effects during the operational phase at any tourism receptors based on the assessment of those residential receptors. An assessment of the potential level of noise at Butt Farm Caravans, Campsite and Glamping for any campers who may be using the tourism asset during the operational phase has found that in the worst case assessment which would be a concurrent or sequential scenario where both Onshore Converter Stations are operating at the same time, the noise from the Onshore Converter Stations would be 39 dB. This is lower than the ambient and background sound levels at this location and therefore it is unlikely to be audible or noticeable to those staying at the site.

244. Based on the proposed mitigation, it is expected the magnitude of the impact on Butt Farm during the operations of the Projects will be medium in relation to landscape and visual, prior to year 10, and negligible in relation to noise. Post year 10 the magnitude of the impact to Butt Farm during the operations of the Projects will be low in relation to landscape and visual as reflected in **Table 29-30.**

Table 29-30 Magnitude of Impact Tourism Receptors

Receptor Name	Magnitude
Butt Farm Caravans, Campsite and Glamping	Medium (prior to year 10) to low (post year 10) – Landscape and Visual Negligible - Noise

29.6.2.2.2 Sensitivity of receptor

245. The sensitivity of tourism assets in the Study Area is considered in **Table 29-31** for assets that will experience a significant environmental effect and the sensitivity is determined in relation to the significant environmental effect that is experienced at each receptor.

246. Butt Farm Caravans, Campsite and Glamping is located adjacent to the Onshore Substation Zone. The facilities are advertised as having "open views of the East Yorkshire countryside". The receptor also highlights the working farm environment, proximity to the town of Beverley and family friendly atmosphere. It also provides tours of the nearby World War 2 Anti-Aircraft Battery located within the farm. To support the family friendly atmosphere, visitors are asked to keep noise to a minimum after 10:30 pm. Therefore, the landscape environment is a factor that attracts visitors to the site. However, the facility is not dependent on the landscape environment to attract or accommodate visitors. Therefore, in line with the definitions outlined in **Table 29-8**, the sensitivity of Butt Farm Caravans, Campsite and Glamping to landscape and visual effects has been assessed as medium.

247. The sensitivity of Butt Farm Caravans, Campsite and Glamping to noise impact is assessed as High. The noise activity would occur throughout the night, when people are sleeping. Undisturbed sleep is a requirement when attracting visitors to accommodation and therefore overnight noise will be an important determining factor in a visitor's decision to stay at a location.

Table 29-31 Sensitivity of Tourism Assets

Receptor Name	Chapter	Sensitivity
Butt Farm Caravans, Campsite and Glamping	Landscape and Visual	Medium
Butt Farm Caravans, Campsite and Glamping	Noise	High

29.6.2.2.3 Significance of effect

248. Based on the assessment of both magnitude and sensitivity, the effect of the operation of the Projects on the tourism assets is assessed as:

- **Moderate adverse** (significant in EIA terms) (prior to year 10) to **Minor adverse** (not significant) (post year 10) for Butt Farm Caravans, Campsite and Glamping as a result of landscape and visual impacts; and
- **Minor adverse** (not significant in EIA terms) for Butt Farm Caravans, Campsite and Glamping as a result of noise impacts during operation.

Table 29-32 Significance of Effects on Tourism Receptors

Receptor Name	Butt Farm Caravans, Campsite and Glamping – Landscape and Visual Impacts	Butt Farm Caravans, Campsite and Glamping – Noise
Magnitude of Impact	Medium (prior to year 10) to Low (post year 10)	Negligible
Sensitivity of Receptor	Medium	High
Significance of Effect	**Moderate to minor adverse**	**Minor adverse**

29.6.2.2.4 Mitigation And Residual Significance Of Effect

249. No additional mitigation measures have been identified.

29.6.2.3 Impact 7: Recreational Assets

250. The analysis in this section considers separately impacts on onshore recreational assets and marine recreation.

29.6.2.4 Onshore Recreational Assets

251. The onshore recreational assets which are considered in this assessment include:

- The National Cycle Network;
- The East Riding Heritage Way (including the Beverley 20 Footpath and Minster Way Footpath);
- The Wilberforce Way; and
- Skipsea Beach.

252. As with the tourism assets, there will only be an effect on the recreational assets if there are long term environmental effects identified which will occur at these assets. **Table 29-33** shows that most recreational assets will not experience any significant environmental effects and covers all scenarios.

Table 29-33 Significant Environmental Effects Identified at Recreation Receptors - Operation

Receptor Name	Land Use	Landscape and Visual Impact	Traffic and Transport	Noise and Vibration	Air Quality	Socio-economics
National Cycle Network	No	No	No	No	No	No
Minster Way Footpath / East Riding Heritage Way	No	No	No	No	No	No
Beverley 20 Footpath / East Riding Heritage Way	No	Yes	No	No	No	No
The Wilberforce Way	No	No	No	No	No	No
Skipsea Beach	No	No	No	No	No	No

29.6.2.4.1 Magnitude of Impact – All Scenarios

253. The Landscape and Visual Impact assessment identified significant effects on parts of the Beverley 20 Footpath, part of the East Riding Heritage Way, specifically where the Onshore Converter Stations will be visible.

254. The landscape and visual impacts associated with the Projects would only be applicable for a short period of the route. The route also passes other industrial structures such as warehouses, major roads, and factories. While the landscape and visual impacts may reduce the amenity of some walkers, it is not expected that this will reduce the number of users of this route by 10%. As a result, the magnitude of impact has been assessed as low, in line with the definitions provided in **Table 29-10**.

Table 29-34 Magnitude of Impact Recreation Receptors – Operations

Receptor Name	Magnitude
Beverley 20 Footpath / East Riding Heritage Way	Low

29.6.2.4.2 Sensitivity of Receptor

255. The visitors to long distance walking routes such as the Beverley 20 Footpath / East Riding Heritage Way are likely to be more sensitive to landscape and visual impacts because enjoying countryside views is one of the motivations for going on countryside walks. However, it is not the sole motivation, and the landscape and visual effects will only be significant for a short period of the route. Therefore, the sensitivity of the East Riding Heritage Way to the landscape and visual impact effects has been assessed as medium.

Table 29-35 Sensitivity of Recreational Assets

Receptor Name	Chapter	Sensitivity
Beverley 20 Footpath / East Riding Heritage Way	Landscape and Visual	Medium

29.6.2.4.3 Significance of effect

256. Based on the assessment of both magnitude and sensitivity, the effect of the operation of the Proposed Development on the recreation assets is assessed as:

- **Minor adverse (not significant in EIA terms) for the Beverley 20 Footpath / East Riding Heritage Way.**

Table 29-36 Significance of Effects on Recreation Receptors - Operations

Receptor Name	**Beverley 20 Footpath/ East Riding Heritage Way**
Magnitude of Impact	Low
Sensitivity of Receptor	Medium
Significance of Effect	**Minor**

29.6.2.4.4 Mitigation and Residual Significance of Effect

257. Based on the assessment of effect significance above, no additional mitigation measures have been identified.

29.6.2.5 Impact 8: Marine Recreation

258. The marine recreation activities which are considered in this assessment include the following activities within the Offshore Study Area:

- Boating;
- Angling; and
- Scuba Diving.

259. Overall, operations and maintenance activities can be classified as preventative and corrective. Preventative activity will be carried based on an existing schedule, whereas corrective activity is linked to unplanned repairs, component replacements, retrofit campaigns and breakdowns.

260. As with onshore recreation activities, there will only be impacts to marine recreation assets if they experience significant environmental effects as a result of the operation of the Projects. To account for any impacts on marine recreation, the analysis considered the findings from:

- **Volume 7, Chapter 8 Marine Physical Environnent (application ref: 7.8);**
- **Volume 7, Chapter 14 Shipping and Navigation (application ref: 7.14);**
- **Volume 7, Chapter 16 Other Marine Users (application ref: 7.16); and**
- **Volume 7, Chapter 17 Offshore Archaeology (application ref: 7.17).**

261. The significant environmental effects that have been identified in other chapters are provided for each of the marine recreation activities in **Table 29-37**.

Table 29-37 Significant Environmental Effects Identified on Tourism Receptors - Operation

Receptor Name	Shipping and Navigation	Offshore Archaeology and Cultural Heritage	Other Marine Users	Marine Physical Environment
Boating	No	No	No	No
Angling	No	No	No	No
Scuba Diving	No	No	No	No

29.6.2.5.1 Magnitude of Impact – All Scenarios

262. **Table 29-37** highlights that there are no environmental effects that are likely to have a significant effect on marine recreation or the assets that are used for these activities. Therefore, the magnitude of any impact will be negligible.

29.6.2.5.2 Sensitivity of Receptor

263. The sensitivity of recreational receptors is dependent on the environmental effect that the receptor experiences. The marine recreation receptors will experience no significant environmental effects. Therefore, the sensitivity of each receptor has been assessed as negligible.

29.6.2.5.3 Significance of Effect – All Scenarios

264. There are no expected impacts on marine recreation, as existing activities would be able to take place in a safe environment during the operation of the Projects. Therefore, the significance of the effect on all marine receptors has been assessed as **negligible**.

Table 29-38 Significance of Effects on Tourism Receptors – Operation

Receptor Name	Boating	Angling	Scuba Diving
Magnitude of Impact	Negligible	Negligible	Negligible
Sensitivity of Receptor	Negligible	Negligible	Negligible
Significance of Effect	**Negligible**	**Negligible**	**Negligible**

29.6.2.5.4 Mitigation and Residual Significance of Effect – All Scenarios

265. Since the assessment finds no significant effects on marine recreation receptors during the operation of the Projects, no requirement for additional mitigation has been identified.

266. Therefore, the residual effects on boating, angling and scuba diving have been assessed as **negligible**.

29.6.3 Potential Effects During Decommissioning

267. No decision has been made regarding the final decommissioning policy for the onshore infrastructure, as it recognised that industry best practice, rules and legislation change over time. It is likely that the cables would be pulled through the ducts and removed, with the ducts themselves left in situ.

268. In relation to the Onshore Converter Stations, the programme for decommissioning is expected to be similar in duration to the construction phase. The detailed activities and methodology would be determined later within the project lifetime. Any such methodology and associated mitigation would be agreed with the relevant authorities and statutory consultees through a decommissioning plan in accordance with the requirements of the **Draft DCO (Volume 3, application ref: 3.1**). The detailed activities and methodology are expected to include:

- Dismantling and removal of outside electrical equipment from site located outside of the Onshore Converter Stations' buildings;
- Removal of cabling from site;
- Dismantling and removal of electrical equipment from within the Onshore Converter Stations' buildings;
- Removal of main Onshore Converter Stations' buildings and minor services equipment;
- Demolition of support buildings and removal of fencing;

- Landscaping and reinstatement of the site (including land drainage); and
- Removal of areas of hard standing.

269. The decommissioning works could be subject to a separate licencing and consenting approach.

270. Whilst details regarding the decommissioning are currently unknown, considering a worst-case scenario, which would be the removal and reinstatement of the current land use, it is anticipated that the impacts would be similar or less than those during construction.

29.7 Monitoring Requirements

271. Based on the findings from the assessment carried out in this chapter, no potential monitoring requirement have been identified.

29.8 Cumulative Effects Assessment

272. Cumulative effects can be defined as incremental effects on that same receptor from other proposed and reasonably foreseeable schemes and developments in combination with the Projects. This includes all schemes that result in a comparative effect that is not intrinsically considered as part of the existing environment and is not limited to offshore wind projects.

273. The overarching method followed in identifying and assessing potential cumulative effects is set out in **Volume 7, Chapter 6 EIA Methodology (application ref: 7.6)** and **Volume 7, Appendix 6-1 Onshore Cumulative Assessment (application ref: 7.6.6.1)**. The approach is based upon the Planning Inspectorate Advice Note Seventeen: Cumulative Effects Assessment (PINS 2017). The approach to the CEA is intended to be specific to DBS Projects and takes account of the available knowledge or the environment and other activities around the Onshore Development Area.

274. The CEA has followed a four-stage approach developed from the Planning Inspectorate Advice Note Seventeen. These stages are set out in **Table 6-1-2** of **Volume 7, Appendix 6-1 Onshore Cumulative Assessment (application ref: 7.6.6.1)**. Stage four of this process, the CEA assessment is undertaken in two stages. The first step in the CEA is the identification of which residual impacts assessed for the Projects on their own have the potential for a cumulative impact with other plans, projects and activities. This information is set out in **Table 29-39** which sets out the potential impacts assessed in this chapter and identifies the potential for cumulative effects to arise, providing a rationale for such determinations. This is done, while considering the relative reliability of data on impacts, which depends on available information on cumulative projects and their effect on different impacts (data confidence). Only potential impacts assessed as negligible or

above are included in the CEA. Those assessed as 'no impact' are not taken forward as there is no potential for them to contribute to a cumulative impact.

Table 29-39 Potential Cumulative Impacts

Potential Impact	Potential for Cumulative Effects	Justification
Construction		
Impact 1: Tourism Economy	Yes	If affecting key visitor attractions and recreational assets, construction activity from different projects could have an impact on the tourism economy.
Impact 2: Tourism Assets	Yes	The construction of projects in the same area, even if staggered over time, could result in tourism assets being affected (e.g., from closures, traffic, noise).
Impact 3 and Impact 4: Recreational Assets, including Marine Recreation	Yes	The construction of multiple projects could affect access to recreational activities, including marine recreational activities.
Operation		
Impact 5: Tourism Economy	Yes	If affecting key visitor attractions and recreational assets, operational activity from different projects could have an impact on the tourism economy.
Impact 6: Tourism Assets	Yes	The operation of projects in the same area could result in tourism assets being affected as a result of changes in some of their features or existing environment.
Impact 7 and Impact 8: Recreational Assets, including Marine Recreation	Yes	The operation of multiple projects could affect recreational activities, including marine recreational activities.

Potential Impact	Potential for Cumulative Effects	Justification
Decommissioning		
The detail and scope of the decommissioning works would be determined by the relevant legislation and guidance at the time of decommissioning and agreed with the regulator. As such, cumulative effects during the decommissioning phase are assumed to be the same as those identified during the construction phase.		

275. The second stage of the CEA is a project specific assessment of the potential for any significant cumulative effects to arise due to the construction and/or operation and maintenance of the Projects. To do this, a short list of schemes for CEA has been produced relevant to Tourism and Recreation following the approach outlined in **Volume 7, Appendix 6-1 Onshore Cumulative Assessment (application ref: 7.6.6.1)**. No effects have been identified for offshore recreation assets, however offshore projects that have the potential to interact with other onshore receptors, such as offshore wind farms, have been included. The second stage of this assessment is only undertaken if the first stage identifies that cumulative effects are possible.

276. The CEA has been based on information available on each potential scheme (e.g. as set out on the East Riding of Yorkshire Council and Hull City Council planning portals and the Planning Inspectorate website) as of January 2024. it is noted that the project details available may change in the period up to construction or may not be available in detail at all. The assessment presented here is therefore considered to be conservative, with the level of impacts expected to be reduced compared to those presented here.

277. A total of 11 schemes have been identified for inclusion on the short list of projects to be assessed cumulatively for Tourism and Recreation. Schemes that have not been considered as resulting in likely cumulative significant effects for Tourism and Recreation are as a result of those schemes sitting outside of a 3.5km Zone of Influence from the Onshore Development Area which has been used to determine the initial list of schemes considered for the CEA. Offshore projects that could affect recreational marine activities have also been considered.

278. Summary information on the short list schemes progressing through this exercise (i.e. the short list of other schemes) for assessment on Tourism and Recreation is provided below in **Table 29-40**. This presents the scenarios whereby the Projects and the other schemes/developments that have been identified on the short list of schemes screened for Tourism and Recreation, could potentially result in cumulative effects for onshore Tourism and Recreation.

279. The analysis focuses on those schemes with potential for overlaps in construction activity or where operational activity may have effects on the tourism economy or individual receptors.

Table 29-40 Short List of Schemes Considered within the Tourism and Recreation Cumulative Effects Assessment

Scheme Name	Tier	Discussion	Likelihood and Significance of Cumulative Effects
A164 and Jocks Lodge Improvement Scheme	1	There is overlap with the construction of this scheme and its operation, which could lead to cumulative impacts.	High likelihood; negligible construction and operational effects.
Creyke Beck Solar Farm	1	There is overlap with the construction of this scheme and its operation, which could lead to cumulative impacts.	High likelihood; negligible construction and operational effects.
Skipsea Caravan Park	1	There is overlap with operational activity from this scheme, which could lead to cumulative impacts.	High likelihood; negligible construction and operational effects.

Scheme Name	Tier	Discussion	Likelihood and Significance of Cumulative Effects
Minster Way	1	There is overlap with the construction of this scheme, which could lead to cumulative impacts.	High likelihood; negligible construction effects.
Dogger Bank A	1	There is overlap with operational activity from this scheme, which could lead to cumulative impacts.	High likelihood; negligible construction and operational effects.
Dogger Bank B	1	There is overlap with operational activity from this scheme, which could lead to cumulative impacts.	High likelihood; negligible construction and operational effects.
Creyke Beck Substation Extension	2	There is overlap with the construction of this scheme, which could lead to cumulative impacts.	Medium likelihood; negligible construction effects.
Proposed Birkhill Wood National Grid Substation	2	There is overlap with the construction of this scheme, which could lead to cumulative impacts.	Medium likelihood; negligible construction effects.

Scheme Name	Tier	Discussion	Likelihood and Significance of Cumulative Effects
Hornsea 4 Offshore Wind Farm	1	There is overlap with the construction of this scheme and its operation, which could lead to cumulative impacts.	High likelihood; negligible construction and operational effects.
Scotland England Green Link 2 (SEGL2)	2	There is overlap with the construction of this scheme, which could lead to cumulative impacts.	Medium likelihood; negligible construction effects.
North Humber to High Marnham grid upgrade	2	There is overlap with the construction of this scheme, which could lead to cumulative impacts.	Medium likelihood; negligible construction effects.

29.8.1 Assessment

29.8.1.1.1 Construction

280. All 11 projects listed in **Table 29-40** are expected to interact with the Projects during the construction period. No evidence of impacts on tourism and recreation was available for the following projects:

- A164 and Jocks Lodge Improvement Scheme;
- Creyke Beck Solar Farm;
- Skipsea Caravan Park; and
- Minster Way: a) Full planning permission for the erection of 325 dwellings and b) outline planning permission for the erection of up to 575 dwellings.

281. Furthermore, the proposed Birkhill Wood National Grid Substation, Creyke Beck Substation Extension, Scotland England Green Link 2, and North Humber to High Marham grid upgrade are currently pre-submission. Consequently, there is only limited documentation available and none regarding effects on tourism and recreation.

282. The Projects' construction is expected to interact with the operations of Dogger Bank A and B. The EIA for those two developments identified no significant impacts during operation.

283. The construction of the Projects will also interact with the construction and operation of Hornsea 4 Offshore Wind Farm. Tourism and recreation effects were scoped out of the latter's Environmental Impact Assessment, based on no likely significant effects.

284. Overall, there was no evidence of significant impacts on the tourism economy of the Onshore Study Area.

285. Similarly, there is no evidence the projects considered in the CEA will significantly affect any of the tourism and recreation assets falling within 1km from the Onshore Development Area nor within 5km of the Onshore Substation Zone. No impacts on marine recreational assets are expected.

286. Based on the lack of evidence of impacts on tourism activity, it was concluded there will not be additive impacts on the tourism economy, tourism assets nor recreational receptors. Consequently, during the Projects' construction no significant cumulative effects have been identified.

29.8.1.1.2 Operations and Maintenance

287. The timescales for the following developments are expected to interact with the Projects during their operations:

- A164 and Jocks Lodge Improvement Scheme;
- Creyke Beck Solar Farm;
- Skipsea Caravan Park;
- Dogger Bank A;
- Dogger Bank B; and
- Hornsea 4 Offshore Wind Farm.

288. The EIA for Dogger Bank A and Dogger Bank B identified no impact during operation aside from negligible effects on inshore and coastal water sports. Hornsea 4 Offshore Wind Farm scoped tourism and recreation out of the Environmental Impact Assessment based on no likely significant effects.

289. Similarly, none of the other three projects considered here provided evidence on impacts on tourism and recreation activity. This suggests those impacts were considered not worth scoping into an assessment.

290. Based on the lack of evidence of impacts on tourism activity, it was concluded there will not be additive impacts on the tourism economy, tourism assets nor recreational receptors. Consequently, during the Projects' operation no significant cumulative effects have been identified.

29.8.1.1.3 Decommissioning

291. Given the timescales within which decommissioning activity will take place, there is a high degree of uncertainty with regards to which projects will happen at the same time.

292. For this reason, as done elsewhere in this chapter, it is assumed that, under a worst-case scenario, cumulative effects during decommissioning will be the same as during the construction and development phase.

29.8.1.1.4 Summary of Findings from CEA

293. The CEA for Tourism and Recreation has not identified any projects where significant cumulative effects could arise.

29.9 Transboundary Effects

294. There are no transboundary effects with regard to tourism and recreation as the Onshore/Offshore Development Area would not be sited in proximity to any international boundaries. Transboundary effects are therefore scoped out of this assessment and not considered further.

29.10 Interactions

295. The effects identified and assessed in this chapter have the potential to interact with each other. The areas of potential interaction between effects are presented in **Table 29-41**. This provides a screening tool for which effects have the potential to interact. **Table 29-41** provides an assessment for each receptor (or receptor group) as related to these impacts.

296.

297. the effects are assessed relative to each development phase to see if multiple effects could increase the significance of the effect upon a receptor. Following this a lifetime assessment is undertaken which considers the potential for effect to affect receptors across all development phases.

Table 29-41 Interactions Between Impacts - Screening

Potential Interactions between Impacts				
Construction				
	Impact 1: Tourism Economy	Impact 2: Tourism Assets	Impact 3: Recreational Assets	Impact 4: Marine Recreation
Impact 1: Tourism Economy		Yes	Yes	Yes
Impact 2: Tourism Assets	Yes		Yes	Yes
Impact 3: Recreational Assets	Yes	Yes		No
Impact 4: Marine Recreation	Yes	Yes	No	
Operation				
	Impact 5: Tourism Economy	Impact 6: Tourism Assets	Impact 7: Recreational Assets	Impact 8: Marine Recreation
Impact 5: Tourism Economy		Yes	Yes	Yes

Potential Interactions between Impacts				
Impact 6: Tourism Assets	Yes		Yes	Yes
Impact 7: Recreational Assets	Yes	Yes		No
Impact 12: Marine Recreation	Yes	Yes	Yes	
Decommissioning				
	Impact 9: Tourism Economy	Impact 10: Tourism Assets	Impact 11: Recreational Assets	Impact 12: Marine Recreation
Impact 9: Tourism Economy		Yes	Yes	Yes
Impact 10: Tourism Assets	Yes		Yes	Yes
Impact 11: Recreational Assets	Yes	Yes		No

Potential Interactions between Impacts				
Impact 12: Marine Recreation	Yes	Yes	Yes	

Table 29-42 Interaction Between Impacts – Phase and Lifetime Assessment

Receptor	Highest Significance Level				
	Construction	**Operation**	**Decommissioning**	**Phase Assessment**	**Lifetime Assessment**
Tourism Economy of the Onshore Study Area	Negligible	Negligible	Negligible	No greater than individually assessed impact. Impacts would be localised. Furthermore, the assessment has already considered how disruption to any individual tourism and recreation asset may affect tourism activity in the Onshore Study Area.	No greater than individually assessed impact. Most of the disturbance would occur during the construction phase. Lifetime effects at the Onshore Converter Stations are unlikely to result in change in visitor numbers and / or quality of experience.

Receptor	Highest Significance Level				
	Construction	**Operation**	**Decommissioning**	**Phase Assessment**	**Lifetime Assessment**
Tourism Assets	Major (for noise during night works)	Moderate (for landscape and visual impacts) to minor (for noise)	n/a	No greater than individually assessed impact. Impacts would be localised and temporary. The temporary effects on the identified tourism assets are not expected to materially change the number of visitors to the wider tourism economy because there is sufficient similar accommodation capacity to absorb these visitors.	No greater than individually assessed impact. Most of the disturbance would occur during the construction phase. Lifetime effects at the Onshore Converter Stations are unlikely to result in change in visitor numbers and / or quality of experience.

29.11 Inter-relationships

298. For tourism and recreation potential inter-relationships between other topics assessed within this chapter including **Volume 7, Chapter 23 Landscape and Visual Impact (application ref: 7.23)**, **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** and **Volume 7, Chapter 21 Land Use (application ref: 7.21)**. A summary of the potential inter-relationships between these topics is provided in **Table 29-43**.

Table 29-43 Tourism and Recreation Inter-relationships

Topic and Description	Related Chapter	Where Addressed in this Chapter	Rationale
Construction			
Landscape and Visual Impact Assessment	**Volume 7 Chapter 23 Landscape and Visual Impact Assessment (application ref: 7.23)**	Considered in section 29.6.1	Potential change in visitor behaviour or recreational amenity as a result of significant landscape and visual impacts.
Traffic and Transport	**Volume 7 Chapter 24 Traffic and Transport (application ref: 7.24)**	Considered in section 29.6.1	Potential change in visitor behaviour or recreational amenity as a result of disruption to traffic.
Land Use	**Volume 7 Chapter 21 Land Use (application ref: 7.21)**	Considered in section 29.6.1	Potential change in visitor behaviour of recreational amenity as a result of a change of land use, or access restrictions.
Noise and Vibration	**Volume 7, Chapter 25 Noise (application ref: 7.25)**	Considered in section 29.6.1	Potential change in visitor behaviour or recreational amenity as a result of increased noise.
Air Quality	**Volume 7, Chapter 26 Air Quality (application ref: 7.26)**	Considered in section 29.6.1	Potential change in visitor behaviour or recreational amenity as a result of disruption to air quality.

Topic and Description	Related Chapter	Where Addressed in this Chapter	Rationale
Socio-economics	**Volume 7, Chapter 28 Socio-economics (application ref: 7.28)**	Considered in section 29.6.1	Potential change in visitor behaviour or recreational amenity as a result of increased economic activity.
Shipping and Navigation	**Volume 7, Chapter 14 Shipping and Navigation (application ref: 7.14)**	Considered in section 29.6.1	Potential change in visitor behaviour or recreational amenity as a result of disruption to shipping and navigation, in particular to recreational sailing vessels.
Offshore Archaeology and Cultural heritage	**Volume 7, Chapter 17 Offshore Archaeology and Cultural Heritage (application ref: 7.17)**	Considered in section 29.6.1	Potential change in marine recreational amenity, such as scuba divers, as a result of disruption to marine archaeology.
Other Marine Users	**Volume 7, Chapter 16 Other Marine Users (application ref: 7.16)**	Considered in section 29.6.1	Potential change marine recreational amenity as a result of disruption to marine assets used for recreation.
Marine Physical Environment	**Volume 7, Chapter 8 Marine Physical Environment (application ref: 7.8)**	Considered in section 29.6.1	Potential change in mariner recreational amenity, such as scuba diving, as a result of marine environment.
Operation			
Landscape and Visual Impact Assessment	**Volume 7 Chapter 23 Landscape and Visual Impact Assessment (application ref: 7.23)**	Considered in section 29.6.2	Potential change in visitor behaviour or recreational amenity as a result of significant landscape and visual impacts.

Topic and Description	Related Chapter	Where Addressed in this Chapter	Rationale
Traffic and Transport	**Volume 7 Chapter 24 Traffic and Transport (application ref: 7.24)**	Considered in section 29.6.2	Potential change in visitor behaviour or recreational amenity as a result of disruption to traffic.
Land Use	**Volume 7 Chapter 21 Land Use (application ref: 7.21)**	Considered in section 29.6.2	Potential change in visitor behaviour of recreational amenity as a result of a change of land use, or access restrictions.
Noise and Vibration	**Volume 7, Chapter 25 Noise (application ref: 7.25)**	Considered in section 29.6.2	Potential change in visitor behaviour or recreational amenity as a result of increased noise.
Air Quality	**Volume 7, Chapter 26 Air Quality (application ref: 7.26)**	Considered in section 29.6.2	Potential change in visitor behaviour or recreational amenity as a result of disruption to air quality.
Socio-economics	**Volume 7, Chapter 28 Socio-economics (application ref: 7.28)**	Considered in section 29.6.2	Potential change in visitor behaviour or recreational amenity as a result of increased economic activity.
Shipping and Navigation	**Volume 7, Chapter 14 Shipping and Navigation (application ref: 7.14)**	Considered in section 29.6.2	Potential change in visitor behaviour or recreational amenity as a result of disruption to shipping and navigation, in particular to recreational sailing vessels.
Offshore Archaeology and Cultural heritage	**Volume 7, Chapter 17 Offshore Archaeology and Cultural Heritage (application ref: 7.17)**	Considered in section 29.6.2	Potential change in marine recreational amenity, such as scuba divers, as a result of disruption to marine archaeology.

Topic and Description	Related Chapter	Where Addressed in this Chapter	Rationale
Other Marine Users	**Volume 7, Chapter 16 Other Marine Users (application ref: 7.16)**	Considered in section 29.6.2	Potential change marine recreational amenity as a result of disruption to marine assets used for recreation.
Marine Physical Environment	**Volume 7, Chapter 8 Marine Physical Environment (application ref: 7.8)**	Considered in section 29.6.2	Potential change in mariner recreational amenity, such as scuba diving, as a result of marine environment.
Decommissioning			
As above.			

29.12 Summary

299. This chapter has provided a characterisation of the existing environment for tourism and recreation. It found the tourism economy is important to the Onshore Study Area. Sectors which tend to be associated with tourism such as accommodation and food services, and arts, entertainment, and recreation account for a larger share of employment in the area than the UK average.

300. Similarly, visitors who do come to the area spend more than average compared to the UK domestic tourism market. At the same time, the Onshore Study Area's tourism and recreation offer are varied, and it is not reliant upon any individual attraction.

301. The assessment has then considered the potential for onshore activity to affect the tourism economy within the Onshore Study Area, as well as tourism and recreation receptors located within 1km of the Onshore Export Cable Corridor and 5km from the Onshore Converter Stations.

302. While the assessment has not found any evidence of significant effects on the economy of the Onshore Study Area, it identified a residual **major** (significant) adverse effect on both Butt Farm Caravans, Campsite and Glamping and Strawberry Fields Holiday Park during construction due to the potential for night time noise effects and a **moderate** (significant) adverse effect on Butt Farm Caravans, Campsite and Glamping during construction due to landscape and visual impacts. The assessment also identified **moderate** (significant) adverse effects during first 10 years of operation due to effects on the landscape and visual setting of this tourism asset as a result of its proximity to the Onshore Converter Stations. After 10 years this will reduce to **minor** adverse as the planted screening grows.

303. The assessment also considered the potential for effects on marine recreation in the Offshore Study Area and found no evidence of any significant effects.

304. The assessment did not find any significant cumulative effects arising from the Projects' interaction during its construction and operation with other planned developments.

305. A summary of effects on tourism and recreation receptors is provided in **Table 29-44**.

Table 29-44 Summary of Potential Likely Significant Effects on Tourism and Recreation

Potential Impact	Receptor	Sensitivity	Magnitude of Impact	Pre-mitigation Effect	Mitigation Measures Proposed	Residual Effect
Construction						
Impact 1: Tourism Economy of the Onshore Study Area	Tourism businesses in the Onshore Study Area	Low	Negligible	Negligible	n/a	**Negligible**

Potential Impact	Receptor	Sensitivity	Magnitude of Impact	Pre-mitigation Effect	Mitigation Measures Proposed	Residual Effect
Impact 2: Tourism Assets	Butt Farm Caravans, Campsite and Glamping	High (at night for noise) Medium (during the day for noise) Medium (landscape and visual)	Medium (at night for noise) Low (during the day for noise) Medium (landscape and visual)	**Major** adverse (at night for noise) **Minor** adverse (during the day for noise) **Moderate** adverse (landscape and visual)	Implementation of measures within the **Outline Landscape Management Plan (Volume 8, application ref: 8.11)** and **Volume 7, Chapter 25 Noise (application ref: 7.25)** In addition there will be close liaison with receptors, consideration of mitigation in programming and implementing a communication and grievance mechanism.	**Major** adverse (at night for noise) **Minor** adverse (during the day for noise) **Moderate** adverse (landscape and visual)

Potential Impact	Receptor	Sensitivity	Magnitude of Impact	Pre-mitigation Effect	Mitigation Measures Proposed	Residual Effect
	Strawberry Fields Holiday Park	High (at night for noise) Medium (during the day for noise)	Medium (at night for noise) Low (during the day for noise)	**Major** Adverse (at night for noise) **Minor** adverse (during the day for noise)	Implementation of measures within the **Outline Landscape Management Plan (Volume 8, application ref: 8.11)** and **Volume 7, Chapter 25 Noise (application ref: 7.25)** In addition there will be close liaison with receptors, consideration of mitigation in programming and implementing a communication and grievance mechanism.	**Major** adverse (at night for noise) **Minor** adverse (during the day for noise)

Potential Impact	Receptor	Sensitivity	Magnitude of Impact	Pre-mitigation Effect	Mitigation Measures Proposed	Residual Effect
Impact 3: Recreational assets	National Cycle Network Route No.1	Low	Minor	Minor Adverse	Appropriately fenced (unmanned) crossing points; Manned crossing points; and Temporary alternative routes.	**Minor** adverse
	The Minster Way Footpath/ East Riding Heritage Way	Medium	Low	Minor Adverse	Appropriately fenced (unmanned) crossing points; Manned crossing points; and Temporary alternative routes.	**Minor** adverse
Impact 4: Marine Recreation	Skipsea Beach	Low	Low	Minor Adverse	n/a	**Minor** adverse
	Marine Recreation users	Negligible	Negligible	Negligible	n/a	**Negligible**

Potential Impact	Receptor	Sensitivity	Magnitude of Impact	Pre-mitigation Effect	Mitigation Measures Proposed	Residual Effect
Operation						
Impact 5: Tourism Economy of the Study Area	Tourism businesses in the Study Area	Low	Negligible	Negligible	n/a	**Negligible**
Impact 6: Tourism Assets	Butt Farm Caravans, Campsite and Glamping	Medium (landscape and visual) High (noise)	Medium to Low (landscape and visual) Negligible (noise)	Moderate adverse to Minor adverse Minor adverse	Implementation of measures within the **Outline Landscape Management Plan (Volume 8, application ref: 8.11)**	**Moderate** adverse to **Minor** adverse (landscape and visual) **Minor** adverse (noise)
Impact 7: Recreational assets.	Beverley 20 Footpath / East Riding Heritage Way	Medium	Low	Minor adverse	n/a	**Minor** adverse

Potential Impact	Receptor	Sensitivity	Magnitude of Impact	Pre-mitigation Effect	Mitigation Measures Proposed	Residual Effect
Impact 8: Marine Recreation	Marine Recreation users	Negligible	Negligible	Negligible	n/a	**Negligible**
Decommissioning						
Impacts associated with the decommissioning phase would be no greater than those identified for the construction phase. The detail and scope of the decommissioning works would be determined by the relevant legislation and guidance at the time of decommissioning and agreed with the regulator. A Decommissioning Plan would be provided prior to any decommissioning commencing onshore.						

References

AECOM (2016) Tourism Accommodation Study.

Beverley and East Riding Golf Club (2023) Beverley and East Riding Golf Club | The oldest inland golf club in Yorkshire. Available at: [redacted] [Accessed December 2023]

BiGGAR Economics (2021) Wind Farms & Tourism Trends in Scotland: Evidence from 44 Wind Farms. Available at: [redacted] [Accessed December 2022].

BiGGAR Economics (2019) East Anglia ONE North and East Anglia TWO Offshore Wind Farms: Tourism Impact Review. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010077/EN010077-002667-ExAWQ1A13D1V1EA1NEA2Applicants%E2%84%A2ResponsestoWQ1Appendix13TourismImpactReview_378285_1.pdf [Accessed December 2022].

Butt Farm (2023), Butt Farm Caravan, Camping & Glamping site - Butt Farm Caravan and Campsite, Beverley East Yorkshire. Available at: [redacted] [Accessed December 2023]

Camping and Caravanning Club (2025) The Camping and Caravanning Club's UK Club Site Policies. Available at: [redacted] Accessed June 2025)

CEBR (2022) The economic contribution of the UK Leisure Marine Industry

Cottages.com (2023) The Poplars in Long Riston, near Beverley: Available at: [redacted] [Accessed December 2023]

Cycling UK (2017) Rides of Way: Cyclying UK's Off-Road Report 2017: Available at : [redacted] [Accessed December 2023]

Day, B. H., and G. Smith (2018) Outdoor Recreation Valuation (ORVal) User Guide: Version 2.0, Land, Environment, Economics and Policy (LEEP) Institute, Business School, University of Exeter.

Department for Education and Skills (2003), Building Bulletin 93 Acoustic Design of Schools, a Design Guide. Available at: [redacted] [Accessed: June 2025]

Department of Energy Security & Net Zero (2023a) Overarching National Policy Statement for Energy (EN-1). Presented to Parliament pursuant to Section 5(9) of the Planning Act 2008. The Stationary Office, London.

Department of Energy Security & Net Zero (2023b) National Policy Statement for Renewable Energy Infrastructure (EN-3). Presented to Parliament pursuant to Section 9(8) of the Planning Act 2008. The Stationary Office, London.

East Riding of Yorkshire Council (2018) East Riding, Economic Strategy Action Plan 2018-2022

East Riding of Yorkshire Council (2022) Walking, riding and cycling. Available at: https://www.eastriding.gov.uk/leisure/countryside-and-walks/walking-riding-and-cycling/ [Accessed January 2023].

East Riding of Yorkshire Council (2023) Paul Roggeman European Open Beach Championships – catch all the action this weekend. Available at: https://www.eastriding.gov.uk/say/features/paul-roggeman-european-open-beach-championships-catch-all-the-action-this-weekend/ [Accessed March 2023].

Forewind (2014) Dogger Bank Teesside A & B, Environmental Statement Chapter 23 Tourism and Recreation.

Glasgow Caledonian University/Moffat Centre (2008) The Economic Impacts of Wind Farms on Scottish Tourism. Available from: [redacted] [Accessed January 2023]

Government Office for Yorkshire and the Humber (2008) The Yorkshire and Humber Plan Regional Spatial Strategy to 2026.

IMF (2022) World Economic Outlook Database. Available at: [redacted] [Accessed December 2022].

IPROW (2020) Environmental Impact Assessment: Appraising Access.

Kantar (2020) Great Britain Day Visits Survey. Available at: [redacted] [Accessed January 2023].

Kantar (2020) Great Britain Tourism Survey. Available at: [redacted] [Accessed December 2022].

Lazaat Hotel (2023) Lazaat Hotel Hull | Your Perfect Event and Wedding Venue in Hull. Available at [redacted] [Accessed December 2023]

MMO (2021) High Priority Non-Licensable Activities in MPAs (MMO1243 2021). Available at:https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1014715/MMO1243_Report_v5_final_IQA.pdf [Accessed November 2022].

Northumbria University (2014) Evaluation of the impacts of onshore wind farms on tourism. Available at: [redacted] ccessed December 2022].

Office for Budget Responsibility (OBR) (2024) Economic and Fiscal Outlook March 2024. Available athttps://obr.uk/docs/dlm_uploads/E03057758_OBR_EFO-March-2024_Web-AccessibleFinal.pdf [Accessed March 2024]

ONS (2022) Regional gross value added (balanced) per head and income components. Available at: https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/nominalregionalgrossvalueaddedbalancedperheadandincomecomponents [Accessed December 2022].

ONS (2023) Business Register and Employment Survey. Available: www.nomisweb.co.uk [Accessed August 2023].

ONS (2021a) Population Estimates. Available: www.nomisweb.co.uk [Accessed December 2022].

Orsted (2018) Hornsea Project Three Offshore Wind Farm, Environmental Statement: Non-Technical Summary.

Precision Marine Engineering Ltd (2023) Input from Nigel Proctor during the compilation of the PEIR

Seasearch scuba diving (2021) Scuba dive records.

Scottish Government (2022) Defining 'Local Area' for assessing impact of offshore renewables and other marine developments.

Smartwind (2015) Hornsea Offshore Wind Farm Project Two, Environmental Statement, Non-Technical Summary.

Smythe, T., Bidwell, D., Moore, A., Smith, H., McCann, J. (2020) Beyond the beach: Trade-offs in tourism and recreation at the first offshore wind farm in the United States.

Strava (2024) Strava Global Heatmap. Available at: [redacted] [Accessed April 2024]

The Beach Guide (2023a) Skipsea Beach. Available at: [redacted] Accessed December 2023].

The Beach Guide (2023b) Hornsea Beach. Available at: [redacted] [Accessed December 2023].

The Beach Guide (2023c) Hornsea South Beach. Available at: [redacted] [Accessed December 2023].

The Beach Guide (2023d) Mappleton Beach. Available at: [redacted] [Accessed December 2023].

UK Government (2019) Industrial Strategy: Tourism Sector Deal, building a world-class experience economy.

University of the West of England (2004) Fullabrook Wind Farm Proposal. Evidence of the impact of wind farms on tourism numbers and tourist experience for North Devon Wind Power.

Visit Britain (2022) Annual Survey of Visits to Visitor Attractions. Available at: [redacted] [Accessed January 2023].

Visit East Yorkshire (2022) Explore East Yorkshire. Available at: [redacted] [Accessed January 2023].

Welcome to Yorkshire (2020) Tourism Data Report. Available at: [redacted] [Accessed March 2024]

RWE Renewables UK Dogger Bank South (West) Limited

RWE Renewables UK Dogger Bank South (East) Limited

Windmill Hill Business Park
Whitehill Way
Swindon
Wiltshire, SN5 6PB